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No. 184

House of Representatives

The House met at 9 a.m. and was called to order by the Speaker pro tempore (Ms. ESHOO).

DESIGNATION OF THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,
November 30, 2022.

I hereby appoint the Honorable ANNA G. ESHOO to act as Speaker pro tempore on this day.

NANCY PELOSI,
Speaker of the House of Representatives.

PRAYER

The Chaplain, the Reverend Margaret Grun Kibben, offered the following prayer:

Holy and eternal God, with You a day is like a thousand years and a thousand years a day. In the face of the 280 days of warfare in Ukraine, help us not to doubt Your sway over time and Your sovereignty over our lives. You are not slow to keep Your promise, but we ask Your patience with us when we pray for immediate resolution.

Grant each side and all those immersed in this conflict moral clarity in the midst of this horror. Grant us Your vision where there seems to be no end in sight. Reveal Your perfect justice and restore the livelihoods which have been destroyed and the souls which have been crushed.

Uphold those who remain faithful to the cause of righteousness. Continue to grant them the spiritual strength that has, throughout their adversity, served as a testimony to the resilience to be found only in You.

For in You, they are known, though regarded as unknown; they are dying and yet they live on; beaten and yet not killed; sorrowful, yet always rejoicing. For they have found that in You, O Lord, is peace.

Grant then Your peace to Ukraine and all who suffer from injustice in this world. In the strength of Your name we pray.

Amen.

THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House her approval thereof.

Pursuant to clause 1 of rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentleman from North Carolina (Mr. BUTTERFIELD) come forward and lead the House in the Pledge of Allegiance.

Mr. BUTTERFIELD led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will entertain up to 15 requests for 1-minute speeches on each side of the aisle.

REMEMBERING BETTY RAY MCCAIN

(Mr. BUTTERFIELD asked and was given permission to address the House for 1 minute.)

Mr. BUTTERFIELD. Madam Speaker, it is with great sadness that I must rise today to pay tribute to the Honorable Betty Ray McCain, a North Carolina trailblazer, who at the age of 91 passed away on last Wednesday. Betty McCain lived a remarkable life. Her many contributions to the Democratic Party and her unselfish leadership to

the State of North Carolina are immeasurable.

Born in Faison, North Carolina, Betty graduated as valedictorian from Faison High School in 1947. She graduated from St. Mary's College and then received a master's degree in music from Columbia University.

Following her marriage to Dr. John Lewis McCain, they moved to Wilson, North Carolina, my hometown, where they were engaged in all aspects of public life. It is in Wilson where Betty McCain began her career in local and national politics and became known for her incredible wit.

During the administration of our beloved former Governor Jim Hunt, Betty McCain served as Secretary of the Department of Cultural Resources.

Betty McCain is survived by her son, Paul, and his wife, Beth; daughter, Eloise, and her husband, Robby; grandchildren: Elizabeth; Emily; John, II; Mary; and Bayly.

HONORING THE NORTH CAROLINA TRUCKERS WHO DELIVERED THE CAPITOL CHRISTMAS TREE

(Ms. FOXX asked and was given permission to address the House for 1 minute.)

Ms. FOXX. Madam Speaker, yesterday, on the west front lawn of the Capitol, we celebrated the lighting of this year's Capitol Christmas tree.

The 78-foot red spruce named "Ruby" comes from Pisgah National Forest in western North Carolina.

Madam Speaker, this magnificent tree did not magically appear at the Capitol. Proud members of North Carolina's trucking industry made this happen.

Ralph, Eddie, and Ryan Hardy of Hardy Brothers Trucking in Siloam, North Carolina, adapted one of their trucks to carry Ruby. Harold and Deborah Kingdon drove the special truck on the 14-day journey to Washington to deliver Ruby.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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Words cannot express how grateful we are for truckers everywhere, along with the State's countless farmers and growers. Truly, they are the backbone of North Carolina's economy, and they deserve our profound gratitude.

THE SKYROCKETING COST OF EVERYDAY GOODS

(Mr. JOYCE of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. JOYCE of Pennsylvania. Madam Speaker, this Christmas, Americans are facing hard choices about the gifts they can afford to buy their friends and their loved ones.

The skyrocketing cost of everyday goods and services will now cost American families over \$700 each month.

According to a survey published by the Associated Press, one in three Americans are now reported to be falling behind on their bills and expenses.

It is now more clear than ever that American families cannot afford President Biden's failed policies.

Reversing this inflation will only happen when we stop the tax-and-spend spree that the liberals in this body have championed.

American families will only be financially secure when President Biden stops wasting money and wasting taxpayer dollars.

We need to return to fiscal restraint and responsibility. We need to stop spending money that we do not have on policies that we do not need.

AMERICAN MEN NEED TO RECLAIM MASCULINITY

(Mr. CAWTHORN asked and was given permission to address the House for 1 minute.)

Mr. CAWTHORN. Madam Speaker, it used to be a rite of passage in this country for young men to be punched in the face when they did something stupid. Our Nation used to believe that there was strength and purpose in taking the hits, learning from your mistakes, and growing through the adversity.

America is weak. Her sons are sickly and her daughters are decrepit. Our country now faces the consequences of enabling a participation trophy society.

We are no longer the United States. We have become a nanny state. Our young men are taught that weakness is a strength, that delicacy is desirable, and that being a soft metrosexual is more valuable than training the mind, body, and soul.

Social media has weakened us, siphoning our men of their will to fight, to rise in a noble manner, square their jaws, and charge once more into the breach of light to defend what they love.

So in this precipice of disaster, I ask the young men of this Nation a question: Will you sit behind a screen while

the storied tales of your forefathers become myth, or will you stand resolute against the dying light of America's golden age? Will you reclaim your masculinity? Will you become a man to be feared, to be respected, to be looked up to, or will you let this Nation's next generation be its final generation?

RECOGNIZING INDIANA COUNTY UNITED WAY

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Madam Speaker, I rise today to recognize the work of the Indiana County United Way in raising more than \$35,000 as a part of their Turkeython fundraiser.

The United Way of Indiana County recently partnered with radio host Todd Marino of "Indiana in the Morning" to create a telethon to raise funds to feed children, families, and veterans on Thanksgiving.

In addition, 78 volunteers from United Way partner organizations set up donation drop areas around Indiana County to collect donations from generous residents.

Each donation helped to ensure those facing hunger had a turkey to eat on Thanksgiving and could still enjoy the holiday.

I thank the volunteers of the Indiana County United Way for their work in helping every child to enjoy Thanksgiving with their families.

The volunteers of the United Way devoted their time and energy to giving back to their community and helping to alleviate hunger during this holiday season.

Madam Speaker, I ask my colleagues to join me in thanking the Indiana County United Way and their partners for doing their part to spread generosity and goodwill during this time of the year.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 3372, ONE STOP SHOP COMMUNITY REENTRY PROGRAM ACT OF 2021; PROVIDING FOR CONSIDERATION OF H.R. 6878, PREGNANT WOMEN IN CUSTODY ACT; PROVIDING FOR CONSIDERATION OF H.R. 8876, JACKIE WALORSKI MATERNAL AND CHILD HOME VISITING REAUTHORIZATION ACT OF 2022; PROVIDING FOR CONSIDERATION OF H.J. RES. 100, PROVIDING FOR A RESOLUTION WITH RESPECT TO THE UNRESOLVED DISPUTES BETWEEN CERTAIN RAILROADS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE OF THE NATIONAL RAILWAY LABOR CONFERENCE AND CERTAIN OF THEIR EMPLOYEES; AND FOR OTHER PURPOSES

Mr. MCGOVERN, from the Committee on Rules, submitted a privileged report (Rept. No. 117-587) on the resolution (H. Res. 1499) providing for consideration of the bill (H.R. 3372) to authorize implementation grants to community-based nonprofits to operate one-stop reentry centers; providing for consideration of the bill (H.R. 6878) to address the health needs of incarcerated women related to pregnancy and childbirth, and for other purposes; providing for consideration of the bill (H.R. 8876) to reauthorize the Maternal, Infant, and Early Childhood Home Visiting program, and for other purposes; providing for consideration of the joint resolution (H.J. Res. 100, to provide for a resolution with respect to the unresolved disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and certain of their employees; and for other purposes, which was referred to the House Calendar and ordered to be printed.

PROVIDING FOR CONSIDERATION OF H.R. 3372, ONE STOP SHOP COMMUNITY REENTRY PROGRAM ACT OF 2021; PROVIDING FOR CONSIDERATION OF H.R. 6878, PREGNANT WOMEN IN CUSTODY ACT; PROVIDING FOR CONSIDERATION OF H.R. 8876, JACKIE WALORSKI MATERNAL AND CHILD HOME VISITING REAUTHORIZATION ACT OF 2022; PROVIDING FOR CONSIDERATION OF H.J. RES. 100, PROVIDING FOR A RESOLUTION WITH RESPECT TO THE UNRESOLVED DISPUTES BETWEEN CERTAIN RAILROADS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE OF THE NATIONAL RAILWAY LABOR CONFERENCE AND CERTAIN OF THEIR EMPLOYEES; AND FOR OTHER PURPOSES

Mr. MCGOVERN. Madam Speaker, by direction of the Committee on Rules, I

call up House Resolution 1499 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 1499

Resolved, That upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 3372) to authorize implementation grants to community-based nonprofits to operate one-stop reentry centers. All points of order against consideration of the bill are waived. The amendment printed in part A of the report of the Committee on Rules accompanying this resolution shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on the Judiciary or their respective designees; (2) the further amendment printed in part B of the report of the Committee on Rules accompanying this resolution, if offered by the Member designated in the report, which shall be in order without intervention of any point of order, shall be considered as read, shall be separately debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, and shall not be subject to a demand for division of the question; and (3) one motion to recommit.

SEC. 2. Upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 6878) to address the health needs of incarcerated women related to pregnancy and childbirth, and for other purposes. All points of order against consideration of the bill are waived. The amendment in the nature of a substitute recommended by the Committee on the Judiciary now printed in the bill, modified by the amendment printed in part C of the report of the Committee on Rules accompanying this resolution, shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on the Judiciary or their respective designees; (2) the further amendment printed in part D of the report of the Committee on Rules accompanying this resolution, if offered by the Member designated in the report, which shall be in order without intervention of any point of order, shall be considered as read, shall be separately debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, and shall not be subject to a demand for division of the question; and (3) one motion to recommit.

SEC. 3. Upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 8876) to reauthorize the Maternal, Infant, and Early Childhood Home Visiting program, and for other purposes. All points of order against consideration of the bill are waived. In lieu of the amendment in the nature of a substitute recommended by the Committee on Ways and Means, an amendment in the nature of a substitute consisting of the text of Rules Committee Print 117-69 shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amend-

ment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Ways and Means or their respective designees; and (2) one motion to recommit.

SEC. 4. Upon adoption of this resolution it shall be in order to consider in the House the joint resolution (H.J. Res. 100) to provide for a resolution with respect to the unresolved disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and certain of their employees. All points of order against consideration of the joint resolution are waived. The joint resolution shall be considered as read. All points of order against provisions in the joint resolution are waived. The previous question shall be considered as ordered on the joint resolution and on any amendment thereto to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees; (2) one motion to recommit.

SEC. 5. (a) At any time through the legislative day of Friday, December 2, 2022, the Speaker may entertain motions offered by the Majority Leader or a designee that the House suspend the rules as though under clause 1 of rule XV with respect to multiple measures described in subsection (b), and the Chair shall put the question on any such motion without debate or intervening motion.

(b) A measure referred to in subsection (a) includes any measure that was the object of a motion to suspend the rules on the legislative day of November 29, 2022, November 30, 2022, December 1, 2022, or December 2, 2022, in the form as so offered, on which the yeas and nays were ordered and further proceedings postponed pursuant to clause 8 of rule XX.

(c) Upon the offering of a motion pursuant to subsection (a) concerning multiple measures, the ordering of the yeas and nays on postponed motions to suspend the rules with respect to such measures is vacated to the end that all such motions are considered as withdrawn.

SEC. 6. Notwithstanding clause 8 of rule XX, further proceedings on a vote by the yeas and nays on the question of adoption of a motion that the House suspend the rules offered on the legislative day of November 29, 2022 may be postponed through the legislative day of December 2, 2022.

SEC. 7. House Resolution 1495 is hereby adopted.

SEC. 8. House Concurrent Resolution 118 is hereby adopted.

SEC. 9. During the remainder of the One Hundred Seventeenth Congress, it shall not be in order to offer a motion under clause 7(c) of rule XXII with respect to H.R. 4521.

SEC. 10. Upon adoption of this resolution it shall be in order to consider in the House the concurrent resolution (H. Con. Res. 119) providing for a correction in the enrollment of H.J. Res. 100. All points of order against consideration of the concurrent resolution are waived. The concurrent resolution shall be considered as read. All points of order against provisions in the concurrent resolution are waived. The previous question shall be considered as ordered on the concurrent resolution to adoption without intervening motion or demand for division of the question except 10 minutes of debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees.

□ 0915

The SPEAKER pro tempore. The gentleman from Massachusetts is recognized for 1 hour.

Mr. MCGOVERN. Madam Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentlewoman from Minnesota (Mrs. FISCHBACH) pending which I yield myself such time as I may consume. During consideration of this resolution all time yielded is for the purpose of debate only.

GENERAL LEAVE

Mr. MCGOVERN. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

Mr. MCGOVERN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, yesterday the Rules Committee met and reported a rule, House Resolution 1499, providing for consideration of five measures: H.R. 3372, H.R. 6878, H.R. 8876, H.J. Res. 100, and H. Con. Res. 119.

The rule provides for consideration of both H.R. 3372 and H.R. 6878 under structured rules, with 1 hour of debate each equally divided and controlled by the chair and the ranking minority member of the Committee on the Judiciary, self-executes a manager's amendment from Chairman NADLER for each bill, makes in order one amendment for each bill, and provides one motion to recommit for each measure.

The rule provides for consideration of H.R. 8876 under a closed rule with 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Ways and Means and provides a motion to recommit.

The rule provides for consideration of H.J. Res. 100 under a closed rule with 1 hour of general debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure and provides one motion to recommit.

The rule provides for consideration of H. Con. Res. 119 under a closed rule, with 10 minutes of debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure.

The rule provides the majority leader or his designee the ability this week to en bloc requested roll call votes on suspensions. The rule also provides roll call votes on suspension bills considered on November 29 may be postponed through December 2.

Additionally, the rule deems as passed House Resolution 1495 and H. Con. Res. 118, and provides that during the remainder of the 117th Congress it shall not be in order to offer a motion to instruct with respect to H.R. 4521.

Madam Speaker, before we begin, I just want to take a moment to honor the life and service of our colleague, Congressman Donald McEachin, who passed away earlier this week. I have known Don for many, many years. We were both in the College Democrats when we were at American University many years ago.

He was an exceptional public servant fighting for the people of Virginia's Fourth Congressional District since 2017, and having served on Virginia's General Assembly before that. Don was a fierce champion for social justice and a protector of the environment.

He will be missed, and our prayers go out to his family, his friends, and his staff during this difficult time.

Madam Speaker, before us today are three bills: one to improve the current support system for formerly incarcerated individuals; one to ensure pregnant women in custody get the care that they need; and one to reauthorize a critical program that provides American families life-changing aid.

We are also here to consider two resolutions that will help us avoid a catastrophic shutdown of our national railroad system.

Let's talk specifics. First, we have H.R. 3372, the One Stop Shop Community Reentry Program Act. Getting folks back on their feet after incarceration should involve more than a \$10 bus ticket and the hope that they won't re-offend. But critical reentry programs and other lifelines for formerly incarcerated individuals are often located in different places, making it challenging to obtain comprehensive services. Studies show that these kinds of barriers to reentry support put individuals returning to their communities at risk of returning to the criminal justice system.

The One Stop Shop Community Reentry Program Act authorizes grants for community organizations to create centralized reentry intake and coordination centers. These centers would provide resources for housing, employment, education, and medical and mental health services all under one roof. This commonsense bill will better support those who were formerly incarcerated and reduce re-offense rates.

Second, we have H.R. 6878, the Pregnant Women in Custody Act. Roughly 58,000 pregnant women are admitted into prison every year. Unfortunately, many facilities fail to provide pregnant women with the necessary care, including an appropriate diet and medical care. They may even be shackled or put in restrictive housing for extended periods, which could threaten their ability to have a healthy and safe pregnancy.

Incarcerated women deserve access to prenatal and postpartum care that can help prevent maternal health complications and ensure that newborns have a healthy start in life. The Pregnant Women in Custody Act establishes care standards for how Federal facilities treat pregnant and

postpartum women in custody, including requiring Federal facilities to provide pregnant inmates access to medical and mental health services.

We also have H.R. 8876, The Jackie Walorski Maternal and Child Home Visiting Reauthorization Act. This bill reauthorizes the transformative Maternal, Infant, and Early Childhood Home Visiting Program that provides in-home services to improve maternal and child health, family safety and stability, child development and school readiness. The program will be reauthorized for 5 more years and will receive a significant increase in funding so that the services the program provides can be made available to more mothers, families, and children.

In my mind, there is no better way to honor the memory of our dear colleague, Congresswoman Jackie Walorski. She was an incredible friend of mine who worked tirelessly to improve the lives of children.

Then we have H.J. Res. 100, legislation to provide for a resolution with respect to the unresolved disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and certain of their employees.

H.J. Res. 100 adopts the tentative agreement that unions and railroads negotiated in September to avoid a rail shutdown. I am proud that our pro-union and pro-worker President and Labor Secretary, Joe Biden and Marty Walsh, fought hard to get a fair deal for railroad employees. This agreement secures significant advances for workers, including a 24 percent raise, no changes in copays, deductibles, or co-insurance costs, and increased safety protections.

I want to be clear that this agreement is not perfect, which is why we will also bring to the floor H. Con. Res. 119, a separate resolution that we will debate and vote on today right after we consider the rail shutdown bill. This resolution would amend the rail shutdown bill to add paid sick leave for workers, an important policy that should be a fundamental right for all working Americans and that many of us have advocated for.

Quite frankly, the fact that paid leave is not part of the final agreement between railroads and labor is, in my opinion, obscene. It should be there, and I hope it will be there at the end of this process.

Democrats are putting people over politics to fight for workers. Every worker ought to have the security of fair wages. Every worker ought to be able to take a sick day if they need to. We saw that during the pandemic. This is an issue of basic fairness, but it is also an issue of public health. I mean, this is basic commonsense stuff.

The labor movement built America. After decades of stagnant wages and declining benefits, I am proud that the workers of this country are once again standing up for their rights and de-

manding changes. Their management ought to listen, and this Congress ought to listen, too.

By sending it as a separate resolution, we are giving the Senate the ability to take it up in addition to the main bill. If they don't have the votes to pass it, they can still send the bill averting a rail strike straight to the President. But the Senate ought to do the right thing and adopt this amendment.

Democrats are going to continue to fight like hell, just like we have been doing for all of our workers so they can have good wages, safe jobs, and paid sick leave, but we also need to listen to our labor leaders and rank-and-file. This underlying agreement was approved by labor and management negotiators in September, and since then the majority of the unions in the industry have voted to approve the deal.

While I and others are reluctant to override standard ratification procedures, President Biden has called on Congress to act without delay to avoid what would be a catastrophic shutdown, and that is exactly what we are doing here today. The passage of H.J. Res. 100 and H. Con. Res. 119 would be a win for workers across the country, and I strongly, strongly, strongly urge the Senate to approve both resolutions so we can swiftly get them to the President's desk.

I further urge all my colleagues to support this rule, and I reserve the balance of my time.

Mrs. FISCHBACH. Madam Speaker, I yield myself such time as I may consume. First, I would like to share the thoughts of sympathy for the family and friends of our colleague Mr. McEachin that my colleague from Massachusetts did express.

Madam Speaker, I thank the Representative from Massachusetts for yielding me the customary 30 minutes, and I yield myself such time as I may consume.

Today we are here to consider a rule providing for a number of bills and resolutions.

H.R. 3372, the One Stop Shop Community Reentry Program Act, will improve public safety and help individuals reentering society after incarceration by reauthorizing two types of grants: One for nonprofits to create community reentry centers; and one for States, Tribes, and local governments to operate reentry assistance hotlines.

Republicans are committed to improving public safety and cutting down on repeat offenses. Providing pathways for successful transitions from incarceration back to the community is crucial to that. Need-based programs like these provide valuable tools for these individuals that in turn benefit the broader community.

At a time when industries across the board are facing labor shortages, I appreciate the effort by my colleagues to move this legislation forward to improving incarcerated individuals' transitions to society.

H.R. 6878, the Pregnant Women in Custody Act requires the Director of Bureau of Prisons to provide appropriate services, education, and programs to incarcerated pregnant women. While thoughtful Republican amendments were rejected in Judiciary Committee, this is a bill that will protect the lives of mothers and their unborn babies.

□ 0930

H.R. 8876, the Jackie Walorski Maternal and Child Home Visiting Reauthorization Act, honors the late Congresswoman, and my mentor, by reintroducing her bill to reauthorize the maternal, infant, and early childhood home visiting program and increase its Federal investment over the years.

I am honored to cosponsor this bill, which will increase the annual funding level and provide increased investment in home visiting in every State and territory.

Funding for this bill is fully offset and tied to proven results, sending real help to the neediest communities.

Overall, I am pleased to see that these bills have gone through the appropriate processes and that this body will consider truly bipartisan legislation, an unfortunate rarity in this Congress.

We are also here to discuss H.J. Res. 100, which would prevent a rail strike that would cripple our already burdened supply chain in the middle of the holiday season.

Our economy can't handle that kind of hit, and we are running out of time for the parties to come to an agreement on their own. The fact is, the Biden administration overpromised and underdelivered, and now Congress again needs to step in to fix the mess.

Our country's economy can't handle a strike that reports say would cost \$2 billion a day. A rail strike would mean halting transportation of raw materials and food and beverages, not to mention passengers trying to visit their families. It would mean farmers in my district and across the country would be cut off from fertilizer for their crops, their crops for global markets.

The resolution under this rule would codify the President's emergency board recommendations, a deeply unfortunate but necessary action Congress must take to avoid an economic disaster.

Again, it is unfortunate that the situation has come to Congress stepping into collective bargaining negotiations, but the consequences of a strike are far too severe.

However, we are not debating these bills today. We are debating the rule. Madam Speaker, I would point out before I reserve that multiple items were added to this just hours before and during Rules Committee yesterday. Also included, the rule deems and provides for consideration multiple pieces of legislation that Republicans were not informed would be included until just

minutes before voting on reporting the rule.

One of these provides H. Con. Res. 119, an enrollment correction to H.J. Res. 100, that goes well beyond the bounds of the President's own request in a pointed recommendation, to the point where Congress is not only stepping into collective bargaining but now effectively negotiating on behalf of one of the parties.

Another last-minute addition, and by last minute, I mean literally during committee, was the deeming of a bill to rename a room on the Capitol campus after the current Speaker of the House.

Madam Speaker, I started the day yesterday hoping to strike a more positive tone than I typically do regarding rules, but unfortunately, this rule has morphed into a Christmas tree of the ugliest kind, adding all kinds of limbs and ornaments with virtually zero notice or agreement from our side of the aisle.

Madam Speaker, it is for this reason that I oppose the rule, and I ask Members to do the same. I reserve the balance of my time.

Mr. MCGOVERN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I include in the RECORD an article from the AP titled: "Railroads reject sick time demands, raising chance of strike."

[From AP News, Nov. 22, 2022]

RAILROADS REJECT SICK TIME DEMANDS,
RAISING CHANCE OF STRIKE
(By Josh Funk)

OMAHA, NEB. (AP)—American consumers and nearly every industry will be affected if freight trains grind to a halt next month.

One of the biggest rail unions rejected its deal Monday, joining three others that have failed to approve contracts over concerns about demanding schedules and the lack of paid sick time. That raises the risk of a strike, which could start as soon as Dec. 9 under a deadline that was pushed back Tuesday.

It wouldn't take long for the effects of a rail strike to trickle through the economy. Many businesses only have a few days' worth of raw materials and space for finished goods. Makers of food, fuel, cars and chemicals would all feel the squeeze, as would their customers.

That's not to mention the commuters who would be left stranded because many passenger railroads use tracks owned by the freight railroads.

The stakes are so high for the economy that Congress is expected to intervene and impose contract terms on railroad workers. The last time U.S. railroads went on strike was in 1992. That strike lasted two days before Congress intervened. An extended rail shutdown has not happened for a century, partly because a law passed in 1926 that governs rail negotiations made it much harder for workers to strike.

Here are some of the expected impacts of a rail strike:

\$2 BILLION A DAY

Railroads haul about 40% of the nation's freight each year. The railroads estimated that a rail strike would cost the economy \$2 billion a day in a report issued earlier this fall. Another recent report put together by a chemical industry trade group projected that

if a strike drags on for a month some 700,000 jobs would be lost as manufacturers who rely on railroads shut down, prices of nearly everything increase even more and the economy is potentially thrust into a recession.

And although some businesses would try to shift shipments over to trucks, there aren't nearly enough of them available. The Association of American Railroads trade group estimated that 467,000 additional trucks a day would be needed to handle everything railroads deliver.

CHEMICALS RUN DRY

Chemical manufacturers and refineries will be some of the first businesses affected, because railroads will stop shipping hazardous chemicals about a week before the strike deadline to ensure that no tank cars filled with dangerous liquids wind up stranded.

Jeff Sloan with the American Chemistry Council trade group said chemical plants could be close to shutting down by the time a rail strike actually begins because of that.

That means the chlorine that water treatment plants rely on to purify water, which they might only have about a week's supply of on hand, would become hard to get. It would be hard for manufacturers to make anything out of plastic without the chemicals that are part of the formula. Consumers will also pay more for gasoline if refineries shut down, either because they can't get the ingredients they need to make fuel or because railroads aren't available to haul away byproducts like sulfur.

Chemical plants also produce carbon dioxide as a byproduct, so the supply of carbon dioxide that beverage makers use to carbonate soda and beer would also be restricted, even though the gas typically moves via pipelines.

PASSENGER PROBLEMS

Roughly half of all commuter rail systems rely at least in part on tracks that are owned by freight railroads, and nearly all of Amtrak's long-distance trains run over the freight network.

Back in September, Amtrak canceled all of its long-distance trains days ahead of the strike deadline to ensure passengers wouldn't be left stranded in remote parts of the country while still en route to their destination.

And major commuter rail services in Chicago, Minneapolis, Maryland and Washington state all warned then that some of their operations would be suspended in the event of a rail strike.

FOOD FEARS

It would take about a week for customers to notice shortages of things like cereal, peanut butter and beer at the grocery store, said Tom Madrecki, vice president of supply chain for the Consumer Brands Association.

About 30% of all packaged food in the U.S. is moved by rail, he said. That percentage is much higher for denser, heavier items like cans of soup.

Some products, like cereal, cooking oils and beer, have entire operations built around rail deliveries of raw ingredients like grain, barley and peanuts, along with shipments of finished products.

Those companies typically keep only two to four days' worth of raw ingredients on hand because it's expensive to store them, Madrecki said, and grocers also keep a limited supply of products on hand.

Madrecki said big food companies don't like to discuss the threat of a rail strike because of worries about product shortages can lead to panic buying.

HUNGRY HERDS

Any disruption in rail service could threaten the health of chickens and pigs, which depend on trains to deliver their feed, and contribute to higher meat prices.

"Our members rely on about 27 million bushels of corn and 11 million bushels of soybean meal every week to feed their chickens. Much of that is moved by rail," said Tom Super, a spokesman for the National Chicken Council, a trade group for the industry raising chickens for meat.

The National Grain and Feed Association said a rail strike now would hit pork and chicken producers in the southern U.S. hardest, because their local supply of corn and soybeans from this year's harvest is likely exhausted and they'd have to ship feed by truck, dramatically increasing costs.

"They only have so much storage. They can't go without rail service for too long before they'd have to shut down the feed mills and they run into problems," said Max Fisher, the NGFA's chief economist.

RETAIL RISKS

Jess Dankert, the vice president for supply chain at the Retail Industry Leaders Association, said retailers' inventory is largely in place for the holidays. But the industry is developing contingency plans.

"We don't see, you know, canceling Christmas and that kind of narrative," Dankert said. "But I think we will see the generalized disruption of really anything that moves by rail."

David Garfield, a managing director with the consulting firm AlixPartners, said a rail strike could still impact holiday items shipped to stores later in December, and would definitely hamper stocking of next season's goods.

Retailers are also concerned about online orders. Shippers like FedEx and UPS use rail cars that hold roughly 2,000 packages in each car.

AUTOMOBILE ANGST

Drivers are already paying record prices and often waiting months for new vehicles because of the production problems in the auto industry related to the shortage of computer chips in recent years.

That would only get worse if there is a rail strike, because roughly 75% of all new vehicles begin their journey from factories to dealerships on the railroad. Trains deliver some 2,000 carloads a day filled with vehicles.

And automakers may have a hard time keeping their plants running during a strike because some larger parts and raw materials are transported by rail.

Mr. MCGOVERN. Madam Speaker, a railroad shutdown would cost the economy \$2 billion and would wreak havoc on so many fundamental goods and services Americans rely on.

Chemicals that purify water and provide safe drinking water across the country will become scarce. Gas prices will go up. Commuter rails that carry tens of thousands of people to work each day would no longer run.

There will be shortages of nearly every kind of food in our grocery stores, as well as shortages of all kinds of products in retail stores. Packages and online orders will come to a halt just before the holidays.

So, there is no question that something needs to be done to avert the shutdown, but we have to do something that is actually respectful of the workers.

I include in the RECORD an article from The Guardian titled: "U.S. railroad workers prepare for strike as rail companies see record profits."

[From the Guardian, Sep. 14, 2022]

US RAILROAD WORKERS PREPARE FOR STRIKE AS RAIL COMPANIES SEE RECORD PROFITS

(By Michael Sainato)

US freight railroad workers are close to striking over claims that grueling schedules and poor working conditions have been driving employees out of the industry over the past several years.

Heated negotiations over a new union contract between railroad corporations and 150,000-member-strong labor unions have been ongoing for nearly three years. A "cooling off" period imposed by the Biden administration after it issued recommendations to settle the dispute ends on Friday. If no deal is reached, unions are threatening industrial action—the first since 1992—and workers say they will quit an industry already facing staff shortages.

The consequences of a strike would be severe. Rail moves close to 40% of the US's long-distance trade and a strike could cost the US economy \$2bn a day, according to a recently issued Association of American Railroads report, disrupting travel, commutes and the shipment of commodities and other goods across the country.

But workers argue the industry is in crisis. Between November 2018 and December 2020, the railroad industry lost 40,000 jobs in the US, according to data from the Bureau of Labor Statistics. The US railroad industry's workforce dropped from more than 1 million workers in the 1950s to fewer than 150,000 in 2022.

The cost-cutting has contributed to big windfalls at BNSF and Union Pacific, the two largest railroad corporations in North America, which reported record profits in 2021. BNSF is owned by billionaire investor Warren Buffett's Berkshire Hathaway conglomerate. US railroads have paid out \$196bn in stock buybacks and dividends to shareholders since 2010.

"The job is just really becoming fewer people doing more work faster," said Ross Grooters, a locomotive engineer for Union Pacific in Iowa and co-chair of Railroad Workers United. "We've seen in this country all workers getting more and more squeezed."

"These railroads are making billions of dollars. In the past, we've been well compensated for being on call 24/7, 365 days a year. That's been eroded over the course of my career in the last two decades to where it's just not appealing enough to attract people into the workplace," said Grooters.

Labor cuts, lack of paid days off, precision scheduling systems to reduce headcounts, disciplinary attendance policies that issue points against workers for any time taken off and unfair and punishing on-call schedules have made it more difficult to continue working in the railroad industry, said Grooters, and workers claim these issues aren't being addressed in proposed new union contract agreements.

"When I first was hired out on the railroad my paychecks seemed to stretch a lot further than it does today. I don't think that's a unique experience for railroad workers. We really need to stop that trend. And hopefully, we railroad workers can help fight back against profiteering from the richest people in this country," said Grooters.

With talks stalling, the Biden administration convened a presidential emergency board (PEB) earlier this year that issued recommendations for a settlement on 16 August.

Ten of the 12 labor unions currently negotiating new contracts have reached tentative agreements for workers to vote on, but the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the International As-

sociation of Sheet Metal, Air, Rail and Transportation Workers (Smart), which represent half of railroad union workers, have said workers will strike if attendance and scheduling issues aren't resolved.

Workers still have to vote on the tentative agreements reached so far, and some have expressed criticisms that the recommendations don't adequately address staffing and scheduling issues.

"The PEB punted on just about every single issue, and left people feeling kind of betrayed and kind of vacant, because of the discontent on the railroad right now," said Ron Kaminkow, general secretary of Railroad Workers United who currently works as an Amtrak engineer in Reno, Nevada, and serves as vice-president of BLET Local 51.

Kaminkow said many railroad workers don't have any paid time off at all, with the PEB recommending just one added day of paid time off. Workers are currently on call consistently throughout the year, making a life-work balance near impossible and contributing to fatigue issues, illnesses, job safety and discontent among the workforce.

"It's our speculation that if this contract is approved and the PEB recommendations form the basis for a tentative agreement, and this is what we end up with, you will probably see thousands of workers in train engine service who will wait to get the best paid lump sum settlement and then they'll quit. So it doesn't solve any of the problems that the industry is facing," Kaminkow added. "I've worked in the industry 26 years, and it's—I never thought I'd see it like this."

BLET members voted 99.5% in favor of authorizing a strike in July 2022, representing around 23,000 workers under the new contract negotiations.

BLET and Smart issued a joint statement on 11 September criticizing railroad corporations for warning shippers of embargoes on certain shipments ahead of the end of the federally mandated cooling off period, claiming the railroad industry is using supply chain and economic concerns to try to impose a bad contract on the unions that doesn't address the attendance and scheduling concerns of workers.

A survey conducted by Railroad Workers United on the PEB recommendations received responses from 3,162 railroad workers, with over 90% of respondents saying they would vote against tentative agreements based on the recommendations and would approve of a strike after the federally mandated cooling off period.

Railroad workers have emphasized their grueling schedules, a disciplinary attendance system and lack of paid days off, and workers constantly having to be on call to report to work within two hours or less as major points of criticism of the PEB recommendations that failed to address these issues.

Under the Railway Labor Act, railroad corporations and labor unions have to adhere to federally mandated cooling off periods to try to resolve labor disputes. Once the cooling off period ends, on 16 September, a variety of scenarios could result, either through strikes or lockouts of workers by railroad corporations—or Congress could act to impose its own settlement or extend the cooling off period to continue negotiations and avoid any disruptions to interstate commerce.

"If Congress imposes the results of the PEB, or imposes a bad contract down our throat without addressing the attendance policy, or quality of life issues, or our taxable meal issues, without addressing any of that, then people are just going to leave. They already are, but people are just going to continue leaving the industry," said Michael Paul Lindsey, a locomotive engineer for Union Pacific in Idaho for 17 years.

"They can try to force us out of a strike, but they can't force us to not quit, and that

could result in an even bigger effect on the economy. Congress needs to think long and hard before they force it within the strike, because if they do, it will have a much bigger strike as people resign and leave the industry," he said.

Mr. MCGOVERN. Madam Speaker, our railroad workers work tirelessly to keep our country running. They face grueling schedules with next to no vacation days and no paid medical leave if they get sick or injured. They are made to endure greater safety risks as the industry pushes to reduce crew sizes.

Simply put, these workers are overworked, understaffed, and underpaid, and they have been operating without a contract for more than 2 years. So, H.J. Res. 100 and H. Con. Res. 119 together provide these workers with the rights they both need and the rights that they deserve.

Madam Speaker, I include in the RECORD an AP article titled: "Pelosi, dominant figure for the ages, leaves lasting imprint."

[From AP News, Nov. 18, 2022]

PELOSI, DOMINANT FIGURE FOR THE AGES,
LEAVES LASTING IMPRINT

(By Calvin Woodward and Nancy Benac)

WASHINGTON (AP).—There are two searing scenes of Nancy Pelosi confronting the violent extremism that spilled into the open late in her storied political career. In one, she's uncharacteristically shaken in a TV interview as she recounts the brutal attack on her husband.

In the other, the House speaker rips open a package of beef jerky with her teeth during the Jan. 6, 2021, Capitol insurrection, while on the phone with Mike Pence, firmly instructing the Republican vice president how to stay safe from the mob that came for them both. "Don't let anybody know where you are," she said.

That Pelosi, composed and in command at a time of chaos, tart but parochial-school proper at every turn, is the one whom lawmakers have obeyed, tangled with, respected and feared for two decades.

She is the most powerful woman in American politics and one of the nation's most consequential legislative leaders—through times of war, financial turmoil, a pandemic and an assault on democracy.

Now, at 82, in the face of political loss and personal trauma, she decided her era was ending.

Pelosi stood in the well of a rapt House on Thursday and announced she would not seek a Democratic leadership position in the Congress that convenes in January, when Republicans take control of the chamber. Pelosi, who will remain a member of the House, took her time revealing the news, looking back over an improbable career and recalling her first visit to the Capitol at age 6 with her congressman father.

"Never would I have thought that I would go from homemaker to House speaker," she allowed. On her future, she told reporters: "I like to dance, I like to sing. There's a life out there, right?"

Polarizing and combative, Pelosi nevertheless forged compromises with Republicans on historic legislation.

Across the policy spectrum, whether you liked the results or not, she delivered votes that touched ordinary lives in many ways. Among them: how millions get health care, the state of the roads, the lightened burden of student debt, the minimum wage, progress on climate change that took over a decade to bear fruit.

Even former Republican Speaker Newt Gingrich, a self-described "partisan conservative who thinks that most of her positions are insane," said Pelosi had a "remarkable" run. This, from a fellow "troublemaker with a gavel," as she called herself. He flamed out; she didn't.

"Totally dominant," Gingrich said of her in an interview. "She's clearly one of the strongest speakers in history. She has shown enormous perseverance and discipline."

Those qualities are essential if you don't want to be run out of town, as was a succession of modern Republican speakers, back to Gingrich. It's one thing to herd sheep. It's another thing altogether to herd Democrats and all their messy factions.

Pelosi dealt with conservative Blue Dog Democrats, the liberal women of the Squad, the Out of Iraq Caucus—not to mention old-guard legislators who treated their committees like fiefdoms.

Many of the above, at one point or another, earned her look of icy disapproval, well practiced and not always reserved just for the other side.

"Politics is tough," she said in 2015, "but intraparty? Oh, brother."

Squad member Ilhan Omar of Minnesota, not always Pelosi's biggest fan, spoke Thursday of how Pelosi had "served as a beacon of hope" to her and her family when they migrated from Somalia.

Omar, at times the subject of "send her back" chants during Donald Trump's rallies, recalled that Pelosi had invited her to join her on a 2019 trip to Africa "to represent how far we have come as a country."

Princeton political scientist Frances Lee said there's no doubt Pelosi was a "truly great legislative leader, among a handful truly in command. She's really had her party in the House of Representatives in hand. The difficulty of managing them should not be underrated. It didn't always look pretty but she held the party together."

Pelosi prevailed—for nearly 20 years as House Democratic leader including nearly eight as speaker in two separate stints—with hard-nosed sentiments like these:

"Whoever votes against the speaker will pay a price."—to Democrats who resisted her push for a select committee on climate change early in her speakership.

"Nobody's walking out of here saying anything, if they want to keep an intact neck."—to negotiators trying to work out a 2007 House-Senate compromise to restrain pork, according to the notes of John A. Lawrence, her then-chief of staff and author of a new insider book on her speakership, "Arc of Power."

Sometimes, she could snap her lawmakers into line without a word.

A flick of her hand was all it took to silence Democrats who cheered when the House first passed articles of impeachment against Trump. It was an occasion for sobriety and Pelosi was a stickler for institutional decorum. But not always.

She ripped up her copy of Trump's 2020 State of the Union speech, on the dais behind him, on camera. The theatrical protest at one of American democracy's prime rituals raised questions about whether Pelosi, in that moment, had become what she despised in Trump.

Afterward, she said she had extended her "hand of friendship" to him when he arrived but he did not take it. "He looked a little sedated," she added. As she read quickly through her copy of the speech while Trump delivered it, she stewed over the lines and decided to take action.

"He has shredded the truth in his speech, shredded the Constitution in his conduct—I shredded the address," she said crisply. "Thank you all very much."

THE VILLAINIZATION

In 2007, Republican President George W. Bush opened his speech as the "first president to begin his State of the Union with these words: Madam Speaker." He grinned, she beamed, an ovation followed.

Although she maintained a genial relationship with the Bush family—especially the elder George Bush—Republican campaigns seized on her as the perfect foil early on and never let go. She was pilloried as "Darth Nancy" in the 2006 campaign and the villainization got much uglier, complete with gun imagery, as the years passed and politics became more toxic.

"She was, she is, the personification of the San Francisco liberal," Lawrence said in an interview. "It was made to order for them."

But "with her there was a viciousness. The fact that she fit that bill so perfectly—a smart, attractive, effective woman . . . they knew they could caricature and stigmatize things about her, her appearance and style, in a way that was a very effective dog whistle of misogyny."

Republicans often did it simply to raise money, and it worked. Then they used her in ads to attack Democratic congressional candidates. Some of those worked, too.

At least publicly, she would never attribute the attacks to the fact she's a woman, Lawrence said. "She would say, 'They did it because I'm effective.'" Then "pretend to flick dust" off her immaculate jacket.

"Darth Nancy" was a quaint, faraway insult by the time the pro-Trump mob came looking for her that Jan. 6. Their sign at the Capitol said "Pelosi is Satan."

Rifling through her desk in the abandoned speaker's office, they found a pair of boxing gloves.

Pink ones.

THE DO-LOTS CONGRESS

Over the years, Pelosi honed the art of aiming high, then disappointing one faction of her party or another without losing her core of support. Rare is the major achievement that was as far left as the party's left wing wanted it to be.

But many are the major achievements. She settled for an "Obamacare" bill that did not give everyone the option of government health insurance, but did, over time, fundamentally expand access to health care.

As financial institutions and large segments of the economy sank into the Great Recession, with the 2008 election looming, she settled for a Bush-era stimulus package that essentially bailed out Wall Street—when liberal Occupy Wall Street activists had very different ideas.

She delivered Democratic votes to help even some Trump initiatives get over the line, like early COVID-19 pandemic relief, before swinging behind President Joe Biden on some of the most far-reaching legislation since Lyndon Johnson's Great Society push in the 1960s.

And Bono, who worked with Pelosi over the years on combating AIDS, said in a statement to the AP after a performance Thursday night in Scotland: "When the story of the end of AIDS is written, Nancy Pelosi's name will stand out in boldface."

"I am honored to have learned so much from her grit and grace, and to call her a friend," he added.

For all the accolades, Pelosi crushed a multitude of toes along the way.

"Her instincts are to find a path and if you happen to be standing in the hole, she's going to treat you like a running back," said political scientist Cal Jillson at Southern Methodist University. "If she can go through you, fine. If not, you're headed to the medicine tent."

Some of the toes squashed by Pelosi belong to Jane Harman, a fellow Californian who long ran in the same circles as the speaker. She returned to Congress in 2001 after a two-year gap, armed with a written promise from Democratic leaders that she could reclaim her seniority and become chair of the sought-after Intelligence Committee if the party took control of the chamber.

When Democrats did so in 2007 and Pelosi became speaker, she bumped Harman from the committee, citing term limits that had not always been evenly applied. Harman believes the real reason was that Pelosi was under pressure from liberals not to give the job to someone who had supported the war in Iraq.

"I think, looking back, that she was under pressure from the left not to promote somebody who had voted for the war."

Still, Harman, who left Congress in 2011 to lead the Wilson Center think tank, allows that Pelosi has "a very good political radar and she has kept the caucus together."

When Pelosi entered Congress in 1987, men chaired all the House committees and no women had led one since the 1970s, by the reckoning of House historians. In the 1970s, the most popular committee chair appointment for women in the House was to lead the Select Committee on the House Beauty Shop before that panel vanished at the end of that decade.

Under Pelosi, women took over more panels and gained weightier assignments while the speaker worked to advance authority for minorities in her ranks as well as their numbers.

"She led in a way that did set the stage for other women and open the doors for their potential," said Debbie Walsh, director of the Center for American Woman and Politics, at Rutgers University. "Things have moved. And she is a big part of that."

THE PELOSI CEILING

Because of the speaker's longevity, however, many other up-and-comers in the party besides Harman have discovered they could only rise so far before hitting the Pelosi ceiling. The top job simply hadn't been available.

Pelosi faced none of the questions about sharpness or stamina that dog Biden, 80 on Sunday. She still races around Congress, in high heels, at a pace that people half her age can find hard to match.

But even before the elections, concern had grown in the ranks about the crowd of older Democratic leaders from the same era still in charge. "No brewing rebellion," said Lee at Princeton, but "a sense that maybe it is time."

Leon Panetta, former CIA and Defense chief and chief of staff to President Bill Clinton, had nothing but praise for Pelosi's leadership and skill but said she "probably could have spent more time building a stronger bench in terms of leadership in the House and trying to make sure that others could follow in her path. That becomes a question mark now as to just exactly who's going to be able to replace her."

Panetta met her in the 1980s when he was a congressman from California and she was getting started as a Democratic fund-raiser extraordinaire after her family had moved to that state. She had already learned lessons about transactional politics as the politically engaged daughter of Thomas J. D'Alesandro Jr., a three-term Baltimore mayor and five-term member of Congress from Maryland.

Her prowess in persuading people to open their wallets on behalf of Democratic candidates was one of the keys to her success. Harman calls those dollars crucial to the "big tent" that Pelosi erected for her caucus

and to her ability to hold sway over it—"a \$1.25 billion tent."

Michigan Rep. Fred Upton, a Republican who was in the same freshman class with Pelosi and is retiring from Congress, said of her: "This is why the Democrats had more money than God. She was magic, and I don't think she lost a vote."

Gingrich tacks on other elements of her power: "Her fund raising, her ability to inspire intense loyalty, her willingness to punish people who don't do what she wants."

"As a professional, you have to have great respect for her ability to acquire and wield power and her ability to build what was an effective machine," he said.

Senate Republican leader Mitch McConnell said in a statement that despite their many disagreements, "I have seen firsthand the depth and intensity of her commitment to public service. There is no question that the impact of Speaker Pelosi's consequential and path-breaking career will long endure."

In Pelosi's reign, nothing was left to chance—even her clothing was curated to send a message: She paired a black dress worn during the Trump impeachments with a gold pin depicting the mace of the House, a symbol of her power. When she swooshed out the doors of the White House after one particularly pointed encounter with Trump, her sunglasses and burnt-orange winter coat were quickly the stuff of social media memes.

On Thursday, for the big reveal of her plans, Pelosi wore suffragette white and her mace brooch.

Pelosi told reporters the attack on her husband, Paul, also 82, last month made her inclined to stay in leadership, so as not to give extremists the satisfaction of seeing her leave. She might have hung in, she indicated, if Democrats had won a majority.

The attacker, who police say had come looking for the speaker, fractured her husband's skull with a hammer. Pelosi said she is working through "survivor's guilt."

Could there be a third-generation Pelosi headed to Congress after the speaker and her father? It's long been thought that Nancy's daughter, Christine, would be at the front of the line for the congressional seat whenever Pelosi decided to retire.

In her time, Pelosi went beyond domestic politics to stake a claim to congressional influence in foreign policy on behalf of the House as an institution, pointing her gavel outward in a way speakers had rarely done.

Well beyond her annual Mother's Day visits to women in combat overseas, Pelosi traveled to foreign leaders with a mission to project U.S. stability, particularly during the unpredictable Trump years but also before and after.

She traveled secretly to Kiev early in the Russia-Ukraine war and caused some grief in the Biden administration with her diplomatically dicey visit to Taiwan this year.

Pelosi had a history of standing up to China. In her first foreign trip after being elected to Congress in 1987, she joined other U.S. lawmakers in 1991 in unfurling a banner at Tiananmen Square after Chinese authorities crushed prodemocracy demonstrations there in 1989. Her recent Taiwan visit was another slap at Beijing.

For all her clout in government, Pelosi was an unpopular figure in the country overall. In a Pew Research Center poll conducted in late June and early July, only about a third of respondents had a favorable opinion of Pelosi, while 6 in 10 were unfavorable toward her.

Most Democrats and Democratic leaners—about 6 in 10—were thumbs up about her, though she lagged Biden and Vice President Kamala Harris, both rated favorably by three-quarters of Democrats. About 9 in 10 Republicans viewed her unfavorably.

Through it all, she went at practically everything as if it had a best-before date. After all, she would say, "Power is perishable." Washington is "the perishable city."

Mr. MCGOVERN. Madam Speaker, Speaker PELOSI's election was a historic moment for the women of this country, a moment for which they had been waiting for over 200 years.

When she took the gavel, Speaker PELOSI noted: "Never losing faith, we waited through the many years of struggle to achieve our rights. But women weren't just waiting; women were working. Never losing faith, we worked to redeem the promise of America, that all men and women are created equal."

I am so proud of the example that Speaker PELOSI has set for young women across the country, young women like my daughter, Molly, who looks up to her as a role model.

Naming the caucus room in the Cannon House Office Building after Speaker NANCY PELOSI will serve as a reminder to all of our daughters and granddaughters that the sky is the limit and that no position in this democracy is out of reach for anyone who works hard and dreams big.

Madam Speaker, I reserve the balance of my time.

Mrs. FISCHBACH. Madam Speaker, I yield myself such time as I may consume. As I said, it is refreshing that we are looking at truly bipartisan legislation today, and I am glad to see that we are taking up important issues that affect so many people across the country. However, because the rule provides no real opportunity to improve or amend the underlying bills and has morphed into the Christmas tree of last-minute additions, I must oppose the rule, and I ask Members to do the same.

Madam Speaker, I yield back the balance of my time.

Mr. MCGOVERN. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, most of these bills that are included in this rule should have passed on suspension. Unfortunately, many of my friends on the other side of the aisle have turned the Republican Party into the party of no: no plans, no ideas, just blame—blame Biden, blame the Democrats, blame everybody else.

I mean, look at the bills that we are considering here. These should have all been suspension bills, and why aren't they? I don't know. You have to ask my Republican friends.

H.R. 3372, H.R. 6878, and H.R. 8876 all passed out of committee with an overwhelming majority of votes from both Democrats and Republicans. They are noncontroversial. They are bipartisan solutions to fix issues Americans across the country experience every day.

Similarly, H.J. Res. 100 and H. Con. Res. 119 will deliver a historic victory on securing critical rights for railroad workers while also helping us avoid a catastrophic shutdown.

The gentlewoman talks about a Christmas tree. We had to include in this rule a provision allowing us to hold a ceremony in the rotunda honoring Capitol Police for their heroism on January 6. We couldn't even get the Republicans to agree to unanimous consent to honor the Capitol Police in the rotunda.

That is why it is in this rule. It is awful. I mean, they talk about how they support the police. We can't even get them to honor the police in this Capitol who protected our lives on January 6. So, it is included in this rule because we couldn't get unanimous consent from the other side of the aisle.

I remember when we used to be able to pass bipartisan bills like this without coming to the floor with a rule.

Look, by a margin of just over 3,000 votes in the five closest seats, you are going to be in the majority in January. I hope all of you figure out what you are doing before then because I haven't seen anything to date that shows that that party is serious about putting people over politics and actually legislating. I think today is kind of an example of that, why we have had to include these noncontroversial items in a rule.

Madam Speaker, I urge all of my colleagues to vote "yes" on this rule, "yes" on the previous question, and "yes" on the underlying legislation.

Ms. JACKSON LEE. Madam Speaker, I rise in strong support of H. Res. 1499, the rule for consideration of H.J. Res. 100 and H. Con. Res. 119, two resolutions that would address unresolved disputes between certain railroads and their employees (as well as three other bills on other matters).

The resolutions before us today would avert a debilitating catastrophic rail strike on December 9th. The two resolutions are the result of the Biden Administration's negotiations with railroad companies and railroad worker unions to craft an agreement that would treat rail employees fairly in light of longstanding workforce issues.

President Biden has called upon Congress to pass this legislation in accordance with our authority under the Interstate Commerce Clause to ensure the uninterrupted operation of our nation's critical transportation systems that impact every American and our entire economy.

Congress has the responsibility to prevent a disruption of rail service that would cripple our economy and impose severe hardships on every American that would have a very tangible effect, especially as we head into the holiday season.

H.J. Res. 100 would adopt the Tentative Agreement that was reached in September between railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and the railroad workers represented by twelve unions and related organizations.

The key provisions of the Tentative Agreement that makes great strides toward protecting the rights and advancing the basic needs of rail employees for the next 2 years include:

a 24 percent pay raise and a \$5,000 bonus;

no changes in copays, deductibles or coinsurance costs for health care services; and some allowance of time off for routine, preventative and emergency medical care.

These are very substantial advances that justify our support of this resolution, both because they improve conditions for rail employees and because passage of this resolution is absolutely essential to avert a strike and disruption of rail service that would be catastrophic for our entire country.

However, the progress made by negotiations is not enough. It does not sufficiently safeguard rail workers' rights and dignity in ways that are recognized as essential in America.

It is absolutely essential that workers be given seven days annually of paid time off when they are sick.

I applaud the four rail worker unions that have objected to the Tentative Agreement because of its failure to provide seven days of paid time off for sick leave.

That is why this rule also allows for consideration of H. Con. Res. 119 that would supplement the Tentative Agreement by directing the railroads and the unions to negotiate within 30 days a means to provide seven days of paid time off annually for sick leave without any adverse impact on a worker's employment status.

Seven days of paid time off annually when a rail worker becomes sick is essential for a number of reasons.

First, it is the right thing to do, as it is morally repugnant that rail employees are expected to be immune to sickness and should be economically hampered when they become ill.

Second, because railroads have decreased their workforce by almost one-third in recent years compared to previous levels, the workplace demands on rail workers have increased. That increased work precipitates sickness. It is unconscionable and illogical for railroads to elevate their employees' health risks, and then fail to stand by them when they get sick.

Third, railroads have been raking in extraordinary profits in recent years, in part by reducing their workforce and placing higher burdens on their remaining employees. As a result, the railroads cannot claim that they are unable to financially afford seven days of paid time off annually for their employees who enable the companies to be so profitable.

Paid sick leave for employees is a bare necessity, which I believe should be extended to paid time off for family medical leave, such as when a rail worker needs to care for their sick child or take them to a doctor. I will continue to fight for employees to gain this basic benefit, even though that effort will have to be resumed at another time.

Paid time off for sick leave is a top priority for rail workers, especially because their jobs expose them to risks that can manifest in health problems. It also carries an additional consequence, as paid time off requires railroads to be more flexible in establishing work schedules that are responsive to employees' health and family needs.

It is ironic that railroads resist providing flexibility to their workers' schedule needs while, at the same time, those railroads routinely plead for the public's patience and understanding when it comes to the railroads' schedules of transport and delivery.

My Congressional District in Houston is regularly affected by railroad delays that impair mobility, timeliness, and delivery of materials in Houston. The problem is so pervasive that the railroads have gained a reputation in Houston and Harris County for their constant delays.

The railroads' resistance to provide essential protections for their employees is, unfortunately, emblematic of their prioritization of their own interests over the public interest.

The railroads repeatedly demonstrate this, for example, in my Congressional District, by their lassitude in cleaning up the toxic contamination and Superfund consequences imposed by creosote.

This is a long-festering problem for which I have been advocating resolution for years. But even so, the creosote problem in Houston continues, and the railroads still have not taken sufficient action to remediate the problem.

Madam Speaker, it is imperative that we pass this rule and the two resolutions addressing the needs of railroad employees that it allows to be brought to the floor today.

If we do not pass these resolutions, rail service will be interrupted nationwide, causing severe hardships to families and all aspects of the American economy. The effects of a stoppage in service would include:

as many as 765,000 workers, including many union members, would lose their jobs in just the first two weeks of a strike;

millions of families wouldn't be able to get groceries, medications, and other goods;

many communities wouldn't be able to acquire the essential materials to keep their water supply clean; businesses wouldn't be able to get their products to market; and perishable goods would spoil before reaching consumers.

Madam Speaker, in light of the harsh consequences that our country would suffer if we do not pass these two resolutions, I strongly support passage of both resolutions and urge all of my colleagues to join me in voting to pass them.

Mr. MCGOVERN. Madam Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question?

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mrs. FISCHBACH. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. This is a 15-minute vote.

The vote was taken by electronic device, and there were—yeas 216, nays 202, not voting 13, as follows:

[Roll No. 489]

YEAS—216

Adams	Blumenauer	Bustos
Aguilar	Blunt Rochester	Butterfield
Allred	Bonamici	Carbajal
Auchincloss	Bourdeaux	Cárdenas
Axne	Bowman	Carson
Barragán	Boyle, Brendan	Carter (LA)
Bass	F.	Cartwright
Beatty	Brown (MD)	Case
Bera	Brown (OH)	Casten
Beyer	Brownley	Castor (FL)
Bishop (GA)	Bush	Castro (TX)

Cherfilus-
McCormick
Chu
Cicilline
Clark (MA)
Clarke (NY)
Cleave
Clyburn
Cohen
Connolly
Cooper
Correa
Costa
Courtney
Craig
Crow
Cuellar
Davids (KS)
Davis, Danny K.
Dean
DeFazio
DeGette
DeLauro
DelBene
Demings
DeSaulnier
Dingell
Doggett
Doyle, Michael
F.
Escobar
Eshoo
Espallat
Evans
Fletcher
Foster
Frankel, Lois
Gallego
Garamendi
Garcia (IL)
Garcia (TX)
Golden
Gomez
Gonzalez,
Vicente
Gottheimer
Green, Al (TX)
Grijalva
Harder (CA)
Hayes
Higgins (NY)
Himes
Horsford
Houlahan
Hoyer
Huffman
Jackson Lee
Jacobs (CA)
Jayapal
Jeffries
Johnson (GA)
Johnson (TX)
Jones

NAYS—202

Aderholt
Allen
Amodei
Armstrong
Arrington
Babin
Bacon
Baird
Balderson
Banks
Barr
Bentz
Bice (OK)
Biggs
Bilirakis
Bishop (NC)
Boebert
Bost
Brady
Brooks
Buchanan
Buck
Bucshon
Budd
Burchett
Burgess
Calvert
Cammack
Carey
Carl
Carter (GA)
Carter (TX)
Cawthorn
Chabot

Kahele
Kaptur
Keating
Kelly (IL)
Khanna
Kildee
Kilmer
Kim (NJ)
Kind
Kirkpatrick
Krishnamoorthi
Kuster
Lamb
Larsen (WA)
Larson (CT)
Lawrence
Lawson (FL)
Lee (CA)
Lee (NV)
Leger Fernandez
Levin (CA)
Levin (MI)
Lieu
Lofgren
Luria
Lynch
Malinowski
Maloney,
Carolyn B.
Maloney, Sean
Manning
Matsui
McBath
McCollum
McGovern
McNerney
Meeks
Meng
Mfume
Moore (WI)
Morelle
Moulton
Mrvan
Murphy (FL)
Nadler
Napolitano
Neal
Neguse
Newman
Norcross
O'Halleran
Ocasio-Cortez
Omar
Pallone
Panetta
Pappas
Pascrell
Payne
Peltola
Perlmutter
Peters
Phillips
Pingree

Pocan
Porter
Pressley
Price (NC)
Quigley
Raskin
Rice (NY)
Ross
Roybal-Allard
Ruiz
Ruppersberger
Rush
Ryan (NY)
Ryan (OH)
Sánchez
Sarbanes
Scanlon
Schakowsky
Schiff
Schneider
Schradler
Schrier
Scott (VA)
Scott, David
Sewell
Sherman
Sherrill
Sires
Slotkin
Smith (WA)
Soto
Spanberger
Speier
Stansbury
Stanton
Stevens
Strickland
Suozi
Swalwell
Takano
Thompson (CA)
Thompson (MS)
Titus
Tlaib
Tonko
Torres (CA)
Torres (NY)
Trahan
Trone
Underwood
Vargas
Veasey
Velázquez
Wasserman
Schultz
Waters
Watson Coleman
Welch
Wexton
Wild
Williams (GA)
Wilson (FL)
Yarmuth

Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Katko
Keller
Kelly (MS)
Kelly (PA)
Kim (CA)
Kustoff
LaMalfa
Lamborn
Latta
Lesko
Letlow
Long
Loudermilk
Lucas
Luetkemeyer
Mace
Malliotakis
Mann
Massie
Mast
McCarthy
McCaul
McClain
McClintock
McHenry
Meijer
Meuser
Miller (IL)
Miller (WV)
Miller-Meeks

Bergman
Diaz-Balart
Fallon
Gibbs
Green (TN)

Moolenaar
Mooney
Moore (AL)
Moore (UT)
Mullin
Murphy (NC)
Nehls
Newhouse
Norman
Obermole
Owens
Palmer
Pence
Perry
Pfluger
Posey
Rescenthaler
Rice (SC)
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Schweikert
Scott, Austin
Sempolinski
Sessions
Simpson
Smith (MO)

NOT VOTING—13

Herrera Beutler
Kinzinger
LaHood
Langevin
LaTurner

Smith (NE)
Smith (NJ)
Smucker
Spartz
Staubert
Steel
Stefanik
Steil
Steube
Stewart
Taylor
Tenney
Thompson (PA)
Tiffany
Timmons
Turner
Upton
Valadao
Van Drew
Van Duyne
Wagner
Walberg
Waltz
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Williams (TX)
Wilson (SC)
Wittman
Womack
Yakym
Zeldin

DESIGNATING THE CAUCUS ROOM IN THE CANNON HOUSE OFFICE BUILDING AS THE "SPEAKER NANCY PELOSI CAUCUS ROOM"

The SPEAKER pro tempore. Pursuant to House Resolution 1499, H. Res. 1495 is considered as adopted.

The text of the resolution is as follows:

H. RES. 1495

Resolved, That the caucus room in the Cannon House Office Building (room 390) is designated as the "Speaker Nancy Pelosi Caucus Room".

AUTHORIZING THE USE OF THE ROTUNDA OF THE CAPITOL FOR A CEREMONY TO PRESENT CONGRESSIONAL GOLD MEDALS TO THE UNITED STATES CAPITOL POLICE AND OTHERS WHO PROTECTED THE CAPITOL ON JANUARY 6, 2021

The SPEAKER pro tempore. Pursuant to House Resolution 1499, H. Con. Res. 118 is considered as adopted.

The text of the concurrent resolution is as follows:

H. CON. RES. 118

Resolved by the House of Representatives (the Senate concurring),

SECTION 1. USE OF ROTUNDA FOR CEREMONY TO PRESENT CONGRESSIONAL GOLD MEDALS TO UNITED STATES CAPITOL POLICE AND OTHERS WHO PROTECTED THE CAPITOL ON JANUARY 6, 2021.

The rotunda of the Capitol is authorized to be used on December 6, 2022, for a ceremony to present Congressional Gold Medals to the United States Capitol Police and others who protected the Capitol on January 6, 2021. Physical preparations for the ceremony shall be carried out in accordance with such conditions as the Architect of the Capitol may prescribe.

MESSAGE FROM THE SENATE

A message from the Senate by Ms. Byrd, one of its clerks, announced that the Senate has passed without amendment a bill of the House of the following title:

H.R. 2930. An act to enhance protections of Native American tangible cultural heritage, and for other purposes.

The message also announced that the Senate has passed with amendments in which the concurrence of the House is requested, bills of the House of the following titles:

H.R. 5796. An act to amend title 35, United States Code, to establish a competition to award certificates that can be redeemed to accelerate certain matters at the Patent and Trademark Office, and for other purposes.

H.R. 8404. An act to repeal the Defense of Marriage Act and ensure respect for State regulation of marriage, and for other purposes.

□ 1022

Ms. WASSERMAN SCHULTZ changed her vote from "nay" to "yea."

Ms. GRANGER changed her vote from "present" to "nay."

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. LANGEVIN. Madam Speaker, I was unavoidably detained on roll call vote #489. Had I been present, I would have voted "yea."

Stated against:

Mr. BERGMAN. Madam Speaker, please accept this personal explanation as I was unexpectedly detained during vote proceedings. Had I been present, I would have voted "nay" on rollcall number 489.

MEMBERS RECORDED PURSUANT TO HOUSE RESOLUTION 8, 117TH CONGRESS

Axne (Wild)
Bass (Cicilline)
Brooks (Moore)
(AL)
Brown (MD)
(Evans)
Cárdenas
(Correa)
Clyburn
(Butterfield)
Conway
(Valadao)
Craig (Stevens)
DeFazio
(Pallone)
DeSaulnier
(Beyer)
Doyle, Michael
F. (Pallone)
Gaetz (Bishop)
(NC)
Garbarino
(Miller-Meeks)

Gonzalez,
Vicente
(Correa)
Gooden (TX)
(Miller-Meeks)
Gosar (Weber)
(TX)
Johnson (GA)
(Pallone)
Johnson (TX)
(Pallone)
Keating (Neguse)
Kind (Schneider)
Kirkpatrick
(Pallone)
Lawson (FL)
(Evans)
Long
(Fleischmann)
Luria (Wexton)
Newman (Correa)
O'Halleran
(Stanton)

Pressley
(Neguse)
Roybal-Allard
(Correa)
Rush (Beyer)
Ryan (OH)
(Correa)
Simpson
(Fulcher)
Sires (Pallone)
Strickland
(Butterfield)
Swalwell
(Correa)
Titus (Pallone)
Van Drew
(Rescenthaler)
Welch (Pallone)
Williams (GA)
(McBath)

PROVIDING FOR A RESOLUTION WITH RESPECT TO THE UNRESOLVED DISPUTES BETWEEN CERTAIN RAILROADS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE OF THE NATIONAL RAILWAY LABOR CONFERENCE AND CERTAIN OF THEIR EMPLOYEES

Mr. PAYNE. Madam Speaker, pursuant to House Resolution 1499, I call up the joint resolution (H.J. Res. 100) to provide for a resolution with respect to the unresolved disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and certain of their employees, and ask for its immediate consideration in the House.

The Clerk read the title of the joint resolution.

The SPEAKER pro tempore. Pursuant to House Resolution 1499, the joint resolution is considered read.

The text of the joint resolution is as follows:

H.J. RES. 100

Whereas the unresolved labor disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and their employees represented by certain labor organizations threaten essential transportation services of the United States;

Whereas it is in the national interest, including the national health and defense, that essential transportation services be maintained;

Whereas the President, pursuant to the provisions of section 10 of the Railway Labor Act (45 U.S.C. 160), by Executive Order No. 14077 of July 15, 2022, created Presidential Emergency Board No. 250 to investigate the disputes and report findings;

Whereas the recommendations of Presidential Emergency Board No. 250 issued on August 16, 2022, formed the basis for tentative agreements between all of the parties to the disputes;

Whereas some, but not all, of the tentative agreements have been ratified by the union memberships in final resolution of certain of the disputes between the parties;

Whereas unresolved disputes remain between the parties whose tentative agreements were not ratified by the union memberships;

Whereas the recommendations of Presidential Emergency Board No. 250 issued on August 16, 2022, have not resulted in a final resolution of all the disputes;

Whereas all the procedures provided under the Railway Labor Act (45 U.S.C. 151 et seq.), and further procedures agreed to by the parties, have been exhausted and have not resulted in a final resolution of all the disputes;

Whereas it is desirable that all such disputes be resolved in a manner which encourages solutions reached through collective bargaining;

Whereas Congress, under the Commerce Clause of the Constitution, has the authority and responsibility to ensure the uninterrupted operation of essential transportation services;

Whereas Congress finds that emergency measures are essential to national security and continuity of transportation services by such railroads; and

Whereas Congress has in the past enacted legislation for such purposes: Now, therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. CONDITIONS FOR RESOLVING DISPUTES.

(a) IN GENERAL.—Consistent with the purposes of the Railway Labor Act (45 U.S.C. 151 et seq.) to avoid any labor dispute that threatens substantially to interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation service, the most recent tentative agreements, side letters, and local carrier agreements entered into by the covered parties that have not been ratified before the date of enactment of this joint resolution (including tentative agreements, side letters, and local carrier agreements that have failed ratification) shall be binding on such covered parties to such unresolved disputes, and shall have the same effect as though arrived at by agreement of such covered parties under the Railway Labor Act (45 U.S.C. 151 et seq.).

(b) COVERED PARTIES.—In this section, the term “covered parties” means the parties to the unresolved disputes subject to Presidential Emergency Board No. 250, established pursuant to Executive Order 14077 of July 15, 2022 (87 Fed. Reg. 43203; relating to establishing an emergency board to investigate disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and their employees represented by certain labor organizations) and the provisions of section 10 of the Railway Labor Act (45 U.S.C. 160).

SEC. 2. MUTUAL AGREEMENT.

Nothing in this joint resolution shall prevent any mutual written agreement by the parties to implement the terms and conditions established by this joint resolution, or prevent a mutual written agreement to any terms and conditions different from those established by this joint resolution.

The SPEAKER pro tempore. The joint resolution shall be debatable for 1 hour equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees.

The gentleman from New Jersey (Mr. PAYNE) and the gentleman from Missouri (Mr. GRAVES) each will control 30 minutes.

The Chair recognizes the gentleman from New Jersey (Mr. PAYNE).

GENERAL LEAVE

Mr. PAYNE. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.J. Res. 100.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

Mr. PAYNE. Madam Speaker, I yield 1 minute to the gentlewoman from California (Ms. PELOSI), the Speaker of the House of Representatives.

Ms. PELOSI. Madam Speaker, I thank the gentleman for yielding, and I thank him for his leadership on a very important subcommittee of the Transportation and Infrastructure Committee, the Railroads, Pipelines, and Hazardous Materials Subcommittee, which is the subcommittee

of jurisdiction for the legislation that we are considering today.

Madam Speaker, I thank the chairman of the full committee, Chairman PETER DEFAZIO of the Transportation and Infrastructure Committee, for his outstanding leadership for over 30 years in the Congress of the United States. He has been a champion for America's working families. He has been a person about the future. We have been blessed by his leadership.

I commend Chairman JIM MCGOVERN of the Rules Committee for steering this urgent and necessary legislation to the floor in such an expeditious and effective manner.

Madam Speaker, under President Joe Biden, we have had the most pro-union administration in history. Indeed, he chose a Labor Secretary in Secretary Marty Walsh who has deep personal roots in organized labor, joining the Laborers' Union 223 at age 21, eventually rising to serve as the head of the Boston Building Trades before he became mayor of Boston.

□ 1030

Together, the White House, the administration, and the Congress, we have proudly stood with working people. Under President Biden and our pro-union Democratic majority, we were able to protect pensions, promote the PRO Act for collective bargaining and create good-paying, Davis-Bacon jobs in the infrastructure bill and the CHIPS and science law and additional legislation, because we believe that the middle class is the backbone of our democracy, and we believe that the middle class has a union label on it.

Madam Speaker, today, we are here to safeguard the financial security of America's families; to protect the American economy as it continues to recover; and avert a devastating nationwide rail shutdown.

We all know that for too long the railroads have made obscene profits on the backs of workers. Selling out to Wall Street and its outrageous “precision scheduled railroading,” they have slashed jobs, increased hours, and cut corners on safety, while demanding more and more from the workers.

Rather than reinvesting their profits into the workers, over the past decade they have given \$150 billion in handouts to their corporate executives and wealthiest investors. It is just not right.

That is why relentless labor leaders like Dennis Pierce and Jeremy Ferguson, whom I saw close up and watched them fight for their union members, among others—alongside our pro-union President Joe Biden and Labor Secretary Marty Walsh, as I referenced—fought furiously to negotiate a fairer deal for railroad workers.

Thanks to their months of determined leadership, the tentative agreement that was reached has secured important advances: A 24 percent pay raise and a \$5,000 bonus; no changes in copays, deductibles, and coinsurance

costs; and protecting the two-man crew—protecting the two-man, very important.

But we know much more needs to be done for railroad workers. It is outrageous that every developed country in the world has paid sick leave except the United States of America.

No one should be at risk of losing his or her job by staying home when sick, needing to see a doctor, or getting lifesaving surgery. So it is progress that the agreement provides some time off for routine, preventative, and emergency medical care.

But what we need is paid sick leave for railroad workers and for every American. I hear this every place I go, not just with the railroads. But these railroad workers, they are very skilled. Their work is challenging, has some danger. They need to have these very talented workers, and yet, they are willing to let them go if they miss a few days of work because of having to get a checkup or something.

Going to see a proctologist is not a reason why people would take a day off. They do that because they have to.

So today, the House will take two important actions. First, we will pass shutdown-averting legislation to adopt the tentative agreement, as negotiated by the railroad companies and labor leaders, and again, with the administration at the table.

Then we will have a separate, up-or-down vote to add 7 days of paid sick leave to the tentative agreement. It had always been our intention to do. We are doing it on the same day because of the end of session.

Doing so fulfills our authority and responsibility under the Commerce Clause of the Constitution: To ensure the uninterrupted operation of critical transportation services; that is our responsibility as we fight for a fairer future for our workers.

Let me be clear: A nationwide rail shutdown would be catastrophic. A shutdown would grind our economy to a halt, and every family would feel the strain. As many as 765,000 workers, including many union members, would lose their jobs in just the first 2 weeks.

Experts project it would cost the economy up to \$2 billion a day and raise prices on consumer products. Families wouldn't be able to buy groceries or lifesaving medications because it would be even more expensive, and perishable goods would spoil before reaching shelves. That is why so many Members are saying we have got to avert a shutdown because we have got to get produce to market in our farm communities.

Communities wouldn't be able to get chlorine to keep their water safe and clean; and small businesses wouldn't be able to get their products to market, many of them, as I say, farmers.

Time is of the essence. We must act now.

I urge a strong, bipartisan "yes" vote on both adopting the tentative agreement and securing additional paid sick

leave. In doing so, we will give our families and businesses confidence that the American economy will remain resilient and strong; and we move to enhance the dignity and the economic security of many hardworking Americans who keep our Nation on the move. Our Nation's hopes, really, are riding on this vote.

I urge a very strong "yes" on both bills and both votes.

Mr. GRAVES of Missouri. Madam Speaker, I yield myself such time as I may consume, and I thank the Speaker for the comments.

Today, we are here because of a failure by the Biden administration to prevent a rail labor strike, and it is unfortunate that we need Congress to act quickly to avoid, obviously, a catastrophic economic disaster or a consequence as a result of this.

Freight rail is extremely important in our Nation's economy and national security. Approximately 40 percent of all the long distance cargo is transported by rail.

In recognition of freight rail's economic importance, Congress enacted the Railway Labor Act. This legislation helps ensure the collective bargaining rights for rail workers. It created processes, including Congressional action, which we are doing, to ensure the prompt settlement of labor disputes that could interrupt interstate commerce and damage the economy.

When an agreement was not reached this past August, President Biden appointed a PEB—it is called a Presidential Emergency Board—and it recommended a very robust package of pay and benefits for railway workers: Salary increases of 24 percent started retroactively, by the way, in 2020, which goes through 2024.

There was generous, very generous, health benefits, with employee contributions capped at 15 percent of premiums; and an additional paid day off.

But it should be noted that the Biden administration's PEB recommendations did not agree with the unions' demands for additional paid or sick leave; and I am disappointed that the Democrats, in the eleventh hour, altered the items, these particular items, to cater to the demands. This is an extreme and an unprecedented version of the necessary congressional intervention.

As the original September deadline for a strike approached, President Biden's Secretary of Labor, Marty Walsh, negotiated a tentative agreement with the railroad companies and all 12 of the rail union leaders. President Biden hailed the agreement as a "win for rail workers," and Secretary Walsh and other union leaders, they praised it as well. We all saw that in the news.

But it is now clear that the administration cannot close their own deal. Eight of the 12 unions voted to ratify the tentative agreement. Four voted it down, and a rail strike is now possible at midnight on December 9, as we approach a very busy holiday season.

So it now falls on Congress to avert a railway shutdown that would literally devastate the economy, which is already coping with the disastrous consequences of the administration's economic policies.

A rail shutdown would severely disrupt supply chains and add to the 40-year high inflation that we are already seeing. It would lead to higher energy costs as winter weather raises energy demand; and it is going to disrupt global food supplies.

The estimates are that America's economic output could decline by \$2 billion a day. For these reasons, organizations representing just about every industry in the economy have called on Congress to avoid a crippling rail strike; and it never should have come to this.

But I encourage my colleagues in this process to avert a strike. I do encourage my colleagues to support H.J. Res. 100. While the rail strike is imminent if something isn't done, what folks need to understand as well is the railroads will have to start shutting down a lot of the critical—particularly hazmat—hazardous material movement. They are going to have to shut that down earlier, in fact, a week earlier, and it is absolutely going to cripple the economy.

Anhydrous ammonia is one of those things; and if you live in a rural State or you live in a very agriculture-dependent district, right now is the time when anhydrous is being applied. So that is just one area, just one area as an example that we are going to see some serious problems if this isn't averted.

Again, it is very sad that the majority chose to change this at the very last minute, and now we are voting on two different resolutions with a very, very, generous paid sick leave, in addition to what is already out there in terms of employees who have health issues.

Madam Speaker, I reserve the balance of my time.

Mr. PAYNE. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, it is deeply unfortunate that Congress has had to assume the role of mediator in order for our Nation to avoid the widespread repercussions of a rail shutdown.

Let me be clear: We are all here today due to the inability of the railroads to negotiate paid sick leave, period, an essential component of any humane and decent work environment.

I thank the nearly 115,000 dedicated, hardworking, and essential freight rail workers who have kept our economy alive through some of our Nation's most challenging times.

As chairman of the House Subcommittee on Railroads, Pipelines, and Hazardous Materials, the decision to intervene and prevent the freight rail shutdown was not easy by any means.

However, with nearly one-third of the Nation's freight moved by rail, the failure to prevent a rail stoppage would be

irresponsible as it would have devastating consequences on our economy and everyday American life.

Not only would a stoppage stunt our economic growth, it would disrupt supply chains around the world and skyrocket the cost of fuel and food just before winter. We all know this would put us dangerously close to the possibility of a recession, something American farmers and small businesses simply cannot afford after years of neglect under the former occupant of the White House.

Shirking our duty to act would inflict harm on every American family, with soaring costs at the pump and rising prices at grocery stores. Therefore, we simply cannot afford to idle at this critical juncture.

But mark my words: The rail industry should be ashamed for bringing us to this place. They have failed to meet the needs of the men and women who have demonstrated nothing short of courage over the past couple of years.

I promised to help pass meaningful legislation that would prioritize the needs of workers. That is why I am cosponsoring a bill which will be before you later today that will provide 7 days paid sick leave to rail employees.

I urge each of you to join me in doing what we must do to prevent a rail strike and defend our rail employees, guardians of our economy.

Madam Speaker, I reserve the balance of my time.

□ 1045

Mr. GRAVES of Missouri. Madam Speaker, I yield myself such time as I may consume.

I am going to talk a little bit about the sick leave, the paid sick leave, that we continue to hear about throughout this process. You have got to remember, what we are debating right now is the President's recommendation. This is what his board recommended, what they negotiated, and what the President asked Congress to support.

But what is claimed is that they don't have the sick days, and that argument is very misleading. The tentative agreement found in this bill that we are debating right now, H.J. Res. 100, provides workers with several avenues of different types of leave, which were very carefully considered by the members of the PEB, in balance with higher levels of compensation and increased benefits.

In short, the neutral PEB, that the President appointed, rejected union demands for additional paid leave. Traditionally, labor unions have negotiated with freight railroads for very generous benefits to make up for what we consider traditional sick days.

This agreement is no exception and includes a very historic 24 percent—I mentioned this earlier—24 percent increase by 2024, that comes with \$11,000 in back wages and an additional \$1,000 a year in bonus payments. This is in addition to a very generous healthcare benefit which employees contribute—

think about this—employee contributions are set at 15 percent. The average employee contribution for family coverage in the United States is 28 percent of the premium.

So let's be clear. We can't have our cake and eat it too, which is exactly what the majority is attempting to do with this concurrent resolution. Rail labor is set to receive a 24 percent increase by 2024, and that is going to set an average wage and benefits compensation level of more than \$160,000 a year. That is the highest package in almost 50 years, an average immediate payout of \$11,000—I am repeating myself, but it bears repeating—an average payout of \$11,000 in back wages and an additional \$1,000 a year in bonus payments. The additional days of paid time off for all employees are included.

So we are talking about a lot of different things here. But the PEB did not miss something on this topic. Experienced, neutral PEB members studied and reviewed the issues and ultimately had to balance many competing interests to come up with this holistic recommendation for an agreement.

The PEB's report recommends that any particulars about sick leave and attendance policy should be dealt with locally, not through national bargaining, and could be addressed through binding arbitration, which was refused when the National Mediation Board recommended this in June 2022.

It is further stipulated that to the extent that these issues are not directly addressed by the framework, they are being indirectly addressed by compensation through much higher wages. In other words, the PEB's recommendation of a 24 percent increase in wages, per the union's request, basically balanced off the union's request for increased paid time off. That was the debate, that was the agreement, and that is what we are being asked to support.

Madam Speaker, I reserve the balance of my time.

Mr. PAYNE. Madam Speaker, I yield 1 minute to the gentleman from Washington (Mr. LARSEN).

Mr. LARSEN of Washington. Madam Speaker, I rise to support H.J. Res. 100 as well as the follow-on, H. Con. Res. 119.

Few people prefer to be here today to pass this legislation, but Congress has the authority to act because we have to. It is not because we want to, but we have to prevent a work stoppage, and we have to recognize that the tentative agreements fall well short of what is necessary for paid leave for rail workers.

Benefits do not replace paid sick leave. Going to work sick to earn your wage increase, who does that? Who requires that? Only the rail industry. So we should pass H.J. Res. 100 and afterward pass H. Con. Res. 119 to address the woefully inadequate sick leave provisions in the tentative agreement.

Mr. GRAVES of Missouri. Madam Speaker, I yield 2 minutes to the gentleman from Texas (Mr. NEHLS).

Mr. NEHLS. Madam Speaker, President Biden took two victory laps before this election.

One was an illegal bribe to college graduates that the court struck down and the second was this unsuccessful rail-labor agreement.

They both failed. They were both lies to win an election.

Now, it falls on Congress to clean up his mess and avoid a rail strike, which would be catastrophic for our economy. It is estimated that a rail strike will cost the economy roughly \$2 billion—with a b—\$2 billion per day.

The U.S. rail system moves cargo roughly the equivalent of 467,000 long-haul trucks each day. If you think inflation is bad now, imagine what happens when our railroads go offline and our supply chains become even more strained and unpredictable. The cost of moving anything will skyrocket overnight just in time for Christmas. Our businesses and workers need certainty to operate in the environment.

For this reason, I plan on voting for H.J. Res. 100. The agreement is supported by our railroads, shippers, and 8 of the 12 unions. I encourage my colleagues to do the same. Every major industry from automobiles to agriculture to energy will be severely impacted if we fail to act. These are some of the largest drivers of inflation and will directly increase the prices for American consumers.

In conclusion, I would just like to point out that this deal is a great deal for the railroad workers. By the end of this deal, the average wages to rail workers will reach \$110,000 per year, with total compensation averaging \$160,000.

It is unthinkable that four railroad unions are holding the Nation economically hostage.

The SPEAKER pro tempore. Members are reminded to refrain from engaging in personalities toward the President.

Mr. PAYNE. Madam Speaker, I yield myself such time as I may consume.

Yes, I am glad that you pointed that out to the gentleman on the other side. This just appears that it is going to be a President Biden bashing opportunity, but we are here for very important reasons. All the reasons the gentleman just stated are serious in nature and why we are here, for all those reasons.

We have to act, and it is our responsibility. It has come to us, as much as we might not like it, to have to negotiate this. We are standing right in front of a looming work stoppage, and we have to act for the millions and millions of Americans that would be impacted by these measures.

Madam Speaker, my friend from the other side of the aisle mentioned how wonderful this package is. It was fairly generous, he was right. They hadn't had a deal in 3 years, so 24 percent sounds like a great increase. But over 3 years—divide that by 3—it is 8 percent, which is a relatively fair increase.

I think we should deal with the issues at hand, let's not make this

about bashing the President, and do the work that we need to do.

The railroads have said that workers already have sick time. Is that true?

Well, let me answer that.

It is not true. Unless you believe what the railroads want you to believe that when people get sick they should use their vacation time for sick days.

Now, I am not sure how on the other side of the aisle their offices are operated, but I thought we are all one Congress, so it is done in the same manner. All my staff have sick days. I believe most of the people that work for this body have sick days. I don't know if they don't have sick days on the other side. I think that would be reprehensible. But that we are fighting for people not to have what we have is unfortunate and unjust.

We are just trying to do the right thing for the country and for these workers who have not been able to get the railroads—who have had profits out of the stratosphere in the last decade—to get them to do the one thing that the labor unions ask.

They didn't ask for the large raise, the benefits, which are all good. They wanted to deal with sick pay, and the railroads refused to do it.

Madam Speaker, I yield 2 minutes to the gentlewoman from Texas (Ms. JACKSON LEE).

Ms. JACKSON LEE. Madam Speaker, I am on the floor today because I have a heart, and I hope that I will be joining those who will be deliberating very seriously about this legislation.

First, I thank Mr. DEFAZIO for his leadership on the Committee on Transportation and Infrastructure and his engagement, but I also thank my dear, dear friend, Congressman DON PAYNE, whose vision and commitment and big heart have literally put us in a place where our hearts can control our minds.

How indecent is it to have companies who refuse to negotiate with our rail unions, specifically our rail unions. I know we have many letters from our suppliers. They don't want a strike. I don't want anything to impact negatively on America or on my city of Houston. But I must challenge what we are trying to do with respect to the rail companies.

I am standing with the unions, my locals, and my national. The reason is—I think we should put into the Record—BNSF Railway, \$23.3 billion in revenue; Union Pacific Railroad, \$21.8 billion in revenue. Ownership of BNSF, 46 percent owned by Wall Street; CSX, 35 percent owned by Wall Street; Union Pacific, 34 percent; Kansas City Southern, 33 percent; Norfolk Southern, 32 percent.

Is there any heart in it being only about dollars?

I think it is important that there be a 24 percent pay raise, bonuses, no changes in copays, and allowance of time off for routine procedures. But how indecent is it that they would not sit down and provide sick days in the most dangerous professions.

Houston is the crossroads, starting from the western frontier days, of railroads. We have tracks everywhere. They are an inconvenience for our community, no matter where you live, but predominantly in minority communities.

They cause ambulances to stop. They injure and cause schoolchildren to have to cross tracks, and they contaminate our neighborhoods.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. PAYNE. Madam Speaker, I yield an additional 1 minute to the gentlewoman from Texas.

Ms. JACKSON LEE. Madam Speaker, they contaminate our neighborhoods. I know you are on the Committee on Energy and Commerce. It is unbelievable, and they won't clean it up, from the EPA to every place we have gone, and people are suffering from cancer.

But I want to do the right thing today, and I cannot imagine, H. Con. Res. 119 is what I am standing on, because it does not make sense to not provide people with sick days. Paid sick leave for employees is a bare necessity, which I think should be extended, and paid time off for family medical leave, as well. But time paid off for sick leave is a top priority for rail workers, especially when their jobs expose them to risks, such as toxic dangers in the rail yards and dangers on the trains, as well.

□ 1100

It is ironic that the railroads resist providing flexibility to their workers' schedule to provide these sick days. Every company that is decent in America should run toward giving sick days, a mere 7 sick days.

I rise to support both my community fighting against contamination and I rise to support this underlying legislation. I hope the White House will take my call, because I will be trying to determine how this will move forward.

I thank President Biden for his great leadership. He is a labor President.

Madam Speaker, I rise in strong support of H.J. Res. 100 and H. Con. Res. 119, legislation to address unresolved disputes between certain railroads and their employees.

The resolutions before us today would avert a debilitating rail strike on December 9th. The legislation is the result of the Biden Administration's negotiations with railroad companies and rail worker unions to craft an agreement to treat rail employees fairly in light of long-standing workforce issues.

President Biden has called upon Congress to pass this legislation in accordance with our authority under the Interstate Commerce Clause to ensure the uninterrupted operation of our nation's critical transportation systems that impact every American and our entire economy.

Congress has the responsibility to prevent a disruption of rail service that would cripple our economy and impose severe hardships on every American that would have a very tangible effect, especially as we head into the holiday season.

H.J. Res. 100 would adopt the tentative agreement that was reached in September be-

tween railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and the railroad workers represented by twelve unions and related organizations.

The key provisions of the tentative agreement that makes great strides toward protecting the rights and advancing the basic needs of rail employees for the next 2 years include:

a 24 percent pay raise and a \$5,000 bonus; no changes in copays, deductibles or co-insurance costs for health care services; and some allowance of time off for routine, preventative and emergency medical care.

These are very substantial advances that justify our support of H.J. Res. 100, both because it improves conditions for rail employees and because passage of this resolution is absolutely essential to avert a strike and disruption of rail service that would be catastrophic for our entire country.

However, the progress made by negotiations is not enough. It does not sufficiently safeguard rail workers' rights and dignity in ways that are recognized as essential in America.

It is absolutely essential that workers be given seven days annually of paid time off when they are sick.

I applaud the four rail worker unions that have objected to the tentative agreement because of its failure to provide seven days of paid time off for sick leave.

That is why we will also be voting on H. Con. Res. 119, a resolution that would supplement the tentative agreement by directing the railroads and the unions to negotiate within 30 days a means to provide seven days of paid time off annually for sick leave without any adverse impact on a worker's employment status.

Seven days of paid time off annually when a rail worker becomes sick is essential for a number of reasons.

First, it is the right thing to do, as it is morally repugnant that rail employees are expected to be immune to sickness and should be economically hampered when they become ill.

Second, because railroads have decreased their workforce by almost one-third in recent years compared to previous levels, the workplace demands on rail workers have increased. That increased work precipitates sickness. It is unconscionable and illogical for railroads to elevate their employees' health risks, and then fail to stand by them when they get sick.

Third, railroads have been raking in extraordinary profits in recent years, in part by reducing their workforce and placing higher burdens on their remaining employees. As a result, the railroads cannot claim that they are unable to financially afford seven days of paid time off annually for their employees who enable the companies to be so profitable. Their miserly objections should not be taken seriously.

Paid sick leave for employees is a bare necessity, which I believe should be extended to paid time off for family medical leave, such as when a rail worker needs to care for their sick child or take them to a doctor. I will continue to fight for employees to gain this basic benefit, even though that effort will have to be resumed at another time.

Paid time off for sick leave is a top priority for rail workers, especially because their jobs

expose them to risks that can manifest in health problems. It also carries an additional consequence, as paid time off requires railroads to be more flexible in establishing work schedules that are responsive to employees' health and family needs. It is ironic that railroads resist providing flexibility to their workers' schedule needs while, at the same time, those railroads routinely plead for the public's patience and understanding when it comes to the railroads' schedules of transport and delivery.

My Congressional District in Houston is regularly affected by railroad delays that impair mobility, timeliness, and delivery of materials in Houston. The problem is so pervasive that the railroads have gained a reputation in Houston and Harris County for their constant delays.

The railroads' resistance to provide essential protections for their employees is, unfortunately, emblematic of their prioritization of their own interests over the public interest.

The railroads repeatedly demonstrate this, for example, in my Congressional District, by their lassitude in cleaning up the toxic contamination and Superfund consequences imposed by CREOSOTE.

This is a long-festering problem for which I have been advocating resolution for years. But even so, the creosote problem in Houston continues, and the railroads still have not taken sufficient action to remediate the problem.

Madam Speaker, it is imperative that we pass this rule and the two resolutions addressing the needs of railroad employees that it allows to be brought to the floor today.

If we do not pass these resolutions, rail service will be interrupted nationwide, causing severe hardships to families and all aspects of the American economy. The effects of a stoppage in service would include:

- as many as 765,000 workers, including many union members, would lose their jobs in just the first two weeks of a strike;

- millions of families wouldn't be able to get groceries, medications, and other goods;

- many communities wouldn't be able to acquire the essential materials to keep their water supply clean;

- businesses wouldn't be able to get their products to market; and

- perishable goods would spoil before reaching consumers.

Madam Speaker, families will suffer harsh consequences if we do not pass these two resolutions. I strongly support passage of both resolutions and urge all of my colleagues to join me in voting to pass them.

UNITED STEELWORKERS,
Pittsburg, PA, November 30, 2022.

Re United Steelworkers urges support of H. Con. Res. 119

House of Representatives,
Washington, DC.

DEAR REPRESENTATIVE: On behalf of the United Steelworkers union (USW), I urge you to support H. Con. Res. 119, which provides for a correction in the enrollment of H.J. Res. 100. This amendment would provide a technical correction to H.J. Res. 100 that would ensure that rail workers do not get penalized for taking seven days of paid sick leave annually.

After a lengthy negotiating process in which the major railroads called multiple times for Congress to intervene, Congress may step into this bargaining process, and at the same time remedy a situation where

workers can get fired for going to a doctor's appointment.

The Class one railroads generate over \$80 billion in operating revenue, and have reported significant increases in operating income and profits over recent years. The major railroads reduced headcount by 20-30 percent over the past several years, at the expense of workers' health and ability to see their families, and has resulted in reduced train service.

USW urges the adoption of seven days paid leave to the pending implemented contract, and in the future, we urge the major railroads to bargain in good faith going forward with their respective unions.

Sincerely,

THOMAS CONWAY,
International President.

Mr. GRAVES of Missouri. Madam Speaker, I yield myself such time as I may consume.

We were discussing earlier about this being a Presidential bashing or whatever the case may be, but I have to ask the question, why are we here? Why is Congress doing this?

The reason is, Madam Speaker, because the President failed, the administration failed, and that is the reason this was brought to Congress, so Congress could intervene and move this forward.

I might also point out that the package that we are debating right now is recommended by the President's PEB, by his board that he appointed. The President himself wants us to pass this package.

I am going to quote the Speaker, who just, what, Sunday said, "This week, the House will take up a bill adopting the tentative agreement—with no poison pills or changes"—or changes—"to the negotiated terms—and send it to the Senate."

And now they are backing up on that process. That is really what is wrong or what is happening today is they are backing up on that and trying to renegotiate. They are trying to renegotiate this whole process that a lot of people have put time and effort into and came to an agreement, and now there is no reason anymore.

Why do we even have the system set up the way it is if Congress is going to come in and make changes to all of the recommendations?

Madam Speaker, I reserve the balance of my time.

Mr. PAYNE. Mr. Speaker, I yield myself such time as I may consume. Rank-and-file union members vote on ratifying contracts. I hope that is understood. After working harder and longer and under worsening conditions for years, they have spoken loudly about wanting to improve quality of life, including paid sick time. The railroads have refused to give them this basic benefit, causing us to be here today. Yes, we are talking about two pieces of legislation here. We are dealing with H.J. Res. 100, which the President is asking us to support and to pass, but I would not be able to live with myself if I did not respond to the workers.

They started out with 15 days, Mr. Speaker, asking for 15 days of sick

time and were willing to finally negotiate down to 4. Just 4. That is all they have asked for. And yet and still these profit-grossing railroads could not find their way to give them 4 days. They said, you know what, go on unemployment if you are sick.

I mean, who asks? Is that something that we ask our employees to do? Do we ask people across this Nation to do that? It is unconscionable. For our colleagues on the other side of the aisle not to acknowledge that is just unconscionable.

Mr. Speaker, I yield 2 minutes to the gentleman from Michigan (Mr. LEVIN).

Mr. LEVIN of Michigan. Mr. Speaker, I thank the gentleman from New Jersey not just for yielding me time but for his outstanding leadership on this issue. I thank Speaker PELOSI for hearing our cry to include paid sick leave today.

If the rail unions asked Congress to stay out of this current dispute, I would work hard to honor their wishes, but they have not done so. So the question becomes, what agreement will Congress impose?

The Railway Labor Act gives us unfettered power to choose any terms we think fair. In general, I think we should honor the collective bargaining process and pass the TA agreed to by the parties and the Presidential Emergency Board, but we must modify the deal and include paid sick leave.

Thousands of rail workers voted against the TA because the Precision Scheduled Railroading system is inhumane and insults the dignity of the workers. Basic justice requires us to act.

I would strongly have preferred that we send a clean resolution to the Senate, including sick leave. It is not even December. We have a week. We are in session this week; we are in session next week. Lord knows the industry can afford it. They are making obscene profits and are the very symbol of income and wealth inequality which is plaguing this Nation.

Although the way we are doing this is not my first choice, I appreciate our leadership providing us a way to support sick leave for these workers and send paid sick time for rail workers to the Senate. I hope they join us in supporting a slightly more humane schedule for the rail workers of this Nation.

Mr. GRAVES of Missouri. Mr. Speaker, may I inquire the time remaining on both sides?

The SPEAKER pro tempore (Mr. BUTTERFIELD). The gentleman from Missouri has 16½ minutes remaining. The gentleman from New Jersey has 14½ minutes remaining.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 7 minutes to the gentleman from Arkansas (Mr. CRAWFORD), who is the ranking member of the Railroads, Pipelines, and Hazardous Materials Subcommittee.

Mr. CRAWFORD. Mr. Speaker, we are here today because of the colossal failure of Joe "Union" Biden, the

President who has by his own declaration been the most union-friendly President in history. He has been here since 1970. Joe Amtrak, Joe Lunch Box, whatever you want to call him, has punted this to us to deal with his colossal mistake.

I can't wait for the rails to be running and make sure they have plenty of rail cars available to haul off these carloads of bovine residue that is being spread around here today because the President waded into something that he wasn't able to finish.

The misinformation that is being proliferated here about the sick days, why is there no mention of the actual sick days in the PEB, the number of sick days that we are adding to?

In fact, we came to a resolution, myself and the soon-to-be Chairman GRAVES, that codified the PEB recommendation. A 24 percent pay raise, 24 percent. Let's keep in mind that we are in a recession. I would like for us all to get a 24 percent raise. But we codified a 24 percent raise, 14 percent of which would take effect immediately, the balance of which would take place over the next 4 years, \$5,000 bonus; 8 of the 12 unions agreed.

That was the PEB recommendation, and we were willing to choke that one down and say, okay, because our economy, in this frail, fragile state created by President "Joe Union" cannot sustain a \$2 billion a day economic hit. So for the good of the country, we will choke that down.

Well, then they say, well, we are going to have a cooling-off period, we will think about it. Then they come back and say: No, we are going to strike on December 9. December 9.

We are approaching wintertime. How many people across the country are going to be relying on the commodities necessary to heat their homes? I don't know the millions of people that would be impacted negatively. This isn't about Christmas presents, although that is a big part of it. Because of the economy, we are not going to have as many Christmas presents this year anyway. But on top of it we are going to freeze people out?

These unions put a gun to the head of the American people and say: This is what we want, and we are not going to play ball.

So the President's PEB, the Presidential Emergency Board, makes this recommendation. We go ahead and put legislation in place to support that, and at the eleventh hour here we are, and my friend from New Jersey, the chairman of the Railroads, Pipelines, and Hazardous Materials Subcommittee, said, yeah, we will take that. We are going to add one sick day.

Okay, I can live with one sick day. What I can't live with is the game they are playing legislatively, when they make a promise, we are not going to put poison pills on this bill, and then they come back after the fact and throw this 119 kicker in place. A flat-out lie and another colossal failure on

the part of the outgoing Speaker because she couldn't get the votes on her side of the aisle to vote for 100, the PEB recommendation, the PEB recommendation that the President asked for, President "Joe Union", and yet here we are having to deal with 119, the additional poison pill that the Speaker said would not be present in this legislation.

That is what is wrong with this institution, by the way, when people say they are going to do something, and then 20 minutes later they reverse themselves. This came out last night, by the way, late in the evening, so no one would be aware of it, and now we are having to deal with it. It makes a mockery of this institution.

By the way, the authority that we have to deal with this doesn't mandate that we deal with it. It just says we have the authority. By the way, that authority was given in 1926, almost 100 years ago.

What a colossal failure on the part of the President and on the part of the Speaker that we have to be here at all wasting valuable time of this body that we could be doing so many more important things for our people in this country than having to deal with this hostage situation at a time when our economy cannot sustain it, a \$2 billion a day hit that is about ready to hit us right in the face at a time when our folks, particularly in the Northeast, that rely on commodities like, for example, heating oil, and we can't move it. By the way, maybe we could move it more efficiently if our pipelines were working like they should be. But, again, the President saw to that.

We don't have adequate resources in the trucking industry. We are at a driver shortage. We can't just rely on the trucking industry to fill that void. So again, President Joe "Union" Biden, "Lunch Box" Biden, "Amtrak" Biden, whatever moniker you want to go by, Mr. President, this is on you. This is your failure that you have punted into the House of Representatives to clean up your colossal mess.

The SPEAKER pro tempore. Members are reminded to direct their remarks to the Chair.

Mr. PAYNE. Mr. Speaker, I yield myself such time as I may consume. I am glad to know how the gentleman on the other side really feels about this being a waste of time in saving the Nation from a colossal \$2 billion hit, as he would put it, that this is a waste of time. I am glad that he lets the American people know how he really feels about this effort.

We are in a situation where we don't have very much of a choice right now for the reasons that he stated. It would be a \$2 billion hit to this Nation every single day, and it would impact the lives of American families across this Nation.

So, yes, for whatever his disappointment is or whatever it is, we are here, and now we have to act and save the Nation from that perilous situation.

Mr. Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume. I don't have any other speakers at this time. I do want to point out this statement was made: "Now we have to act to save the Nation." Now we have to act to save the Nation.

Why is that?

Because the President failed, Mr. Speaker. It is because the administration failed. That is why we have to act.

Is it a waste of time?

It absolutely is a waste of time because the administration failed. That is the reason Congress is here.

Mr. Speaker, again, I don't have any additional speakers, and I reserve the balance of my time.

□ 1115

Mr. PAYNE. Mr. Speaker, I yield 1 minute to the gentleman from Illinois (Mr. GARCÍA).

Mr. GARCÍA of Illinois. Mr. Speaker, I rise today in strong support of H.J. Res. 100 because it is time that we stop paying lip service to the men and women in the rail industry and give them the dignity that they deserve.

Rail workers, like all union workers across trades, always get the job done. Whether it is the incredible heat of the Southwest or the bitter-cold winters in cities like Chicago, they never stop.

There is one thing that the pandemic taught us. It is that we can't keep treating them like they are expendable. A rail strike is unthinkable, and so is a world where rail workers are forced to work sick or penalized if they take a day off when they are ill.

Chicago, and the people I represent, live and work in the Nation's heart and center of America's rail network. This isn't abstract for me. It is my neighbors. We see these hardworking men and women getting the job done, rain, shine, or snow.

When I said I wouldn't vote for a deal that doesn't include paid sick leave, I meant it. Paid sick leave should be a right and not a negotiation chip. That is why I will vote on the floor, not the ceiling.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, in closing, a freight rail strike would devastate the supply chain, and it would literally shut down the country.

Again, estimates are that the strike would cost the economy up to \$2 billion per day during a very busy holiday season.

This strike comes only months after President Biden celebrated avoiding a railway strike, remember? Now, the President and his Cabinet have given up on leading. They have retreated in failure, and they kicked this problem to Congress for us to decide.

The terms of the tentative agreement found in this resolution are more than fair for railroad workers: a 24 percent increase in wages, which is retroactive,

and employee contributions to healthcare capped at 15 percent.

This is supported by the freight railroads, shippers, and 8 out of 12 of the labor unions involved. This was a very negotiated proposal. It had bipartisan momentum that was building for this resolution. Unfortunately, the majority decided to play political games with the economy, and they went back on the President's and the Speaker's stated support for implementing the terms of the tentative agreement. This is beyond bad faith. This is just simply reckless.

I point out that what we are debating right now and what we will vote on with this is the tentative agreement. That is the original agreement. We will go on next to vote on the extra benefits.

Despite the Speaker and the President's decision to cower to the progressive demands by having a second vote on the revised agreement, I do plan to support this resolution, this one right now that we are debating, to implement the tentative agreement as it was debated, as it was negotiated, in an effort to stop an economically ruinous rail shutdown, and I urge my colleagues to do the same.

Mr. Speaker, I yield back the balance of my time.

Mr. PAYNE. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, I thank my colleague on the other side of the aisle for once again making the points that we have tried to make.

You will have the opportunity to vote on H.J. Res. 100. It has been mistakenly portrayed as a poison pill. There is no poison pill. You have the opportunity to vote on H.J. Res. 100.

Then, there is a second piece of legislation. You are welcome. We separated them. We separated them, but we had to do something.

This, Mr. Speaker, is about fairness. Just as you have a vote in this body, each member has a vote to ratify or not ratify. The workers in the labor unions have a vote to ratify or not ratify.

Your leadership comes up with, sometimes, things that you want to see done. Does everyone vote with the leadership? It was a negotiated deal. Eight of the 12 ratified; 4 did not. And 115,000 workers, the majority of the workers, are in those four unions, from what I understand. So, it is a fair majority of the workers that did not ratify this.

Do you mean to tell me that every time your leadership gives you something that they negotiate that you vote on it? No. There are some times you don't vote with what your leadership has brought you.

These people are doing the same thing that you are allowed to do in this body, and I don't think that is a situation that is unrealistic.

Now, as the railroads implemented drastic changes that brought steep workforce cuts—that is right, cuts—

and closures of yards and shops and associated jobs, and pushed workers to the brink during the pandemic, our railroad workers showed up every day and night out of their commitment to our country, serving as defenders in chief of our economy. That is patriotism and deserves to be honored.

During the pandemic, they suffered through some of the most strict attendance policies in our country in order to keep our economy alive. We shouldn't have to intervene, but we must ensure that Americans don't have to pay for the greed of those who have yielded the benefits of record-breaking profits and won't meet their employees' demands for basic human rights.

Paid sick time is a basic necessity required to recover from being ill that all of your staffs have. It helps prevent sick workers from making preventable safety mistakes.

Time has proven that railroads are unwilling to settle this dispute, despite having more than enough money to pay for these basic benefits. Railroad CEO salaries continue to exceed as much as 144 times what the average railroad worker makes. Still, they are unwilling to bend for paid sick time off. I wonder what they do when they are sick.

All the while, they know that their profits are built off the backs of these dedicated rail workers who deserve so much more.

Despite the challenging decision to intervene, I will continue to press the rail industry to do what they know to be right by their workers. Once we pass this legislation, we will pass legislation that guarantees paid sick leave for rail workers since the industry has decided they wouldn't.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 1499, the previous question is ordered on the joint resolution.

The question is on the engrossment and third reading of the joint resolution.

The joint resolution was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER pro tempore. The question is on passage of the joint resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

Pursuant to House Resolution 1499, H. Res. 1495 and H. Con. Res. 118 are considered as adopted.

PROVIDING FOR A CORRECTION IN THE ENROLLMENT OF H.J. RES. 100

Mr. PAYNE. Mr. Speaker, pursuant to House Resolution 1499, I call up the

concurrent resolution (H. Con. Res. 119) providing for a correction in the enrollment of H.J. Res. 100, and ask for its immediate consideration in the House.

The Clerk read the title of the concurrent resolution.

The SPEAKER pro tempore (Mr. YARMUTH). Pursuant to House Resolution 1499, the concurrent resolution is considered read.

The text of the concurrent resolution is as follows:

H. CON. RES. 119

Resolved by the House of Representatives (the Senate concurring). That, in the enrollment of the joint resolution H.J. Res. 100, the Clerk of the House of Representatives shall make the following corrections:

(1) Amend section 1—

(A) by redesignating subsection (b) as subsection (c); and

(B) by inserting after subsection (a) the following:

“(b) PAID SICK LEAVE.—

“(1) IN GENERAL.—Any tentative agreements, side letters, or local carrier agreements entered into by the parties and ratified before the date of enactment of this joint resolution and the tentative agreements, side letters, and local carrier agreements made binding by subsection (a) shall, beginning 60 days after the date of enactment of this joint resolution, provide—

“(A) for 7 days of paid sick leave annually, except that nothing in this subparagraph shall supersede any existing labor agreement between such parties that provides for more than 7 days of paid sick leave annually; and

“(B) that the use of any 7 days of paid sick leave annually, regardless of whether such days are provided under a tentative agreement, side letter, or local carrier agreement or under an existing labor agreement described in subparagraph (A), will not result in any points, demerits, or disciplinary citations under any party's attendance policy.

“(2) EFFECT.—The modification referenced in paragraph (1) shall each have the same effect as though arrived at by agreement of such parties under the Railway Labor Act (45 U.S.C. 151 et seq.).”

(2) Redesignate section 2 as section 3.

(3) After section 1, insert the following:

“SEC. 2. NEGOTIATIONS AND ARBITRATION.

“(a) NEGOTIATIONS.—The parties to the disputes subject to Presidential Emergency Board No. 250, established pursuant to Executive Order 14077 of July 15, 2022, shall negotiate the implementation of the 7 days of paid sick leave imposed on such parties by section 1(b).

“(b) BINDING ARBITRATION.—If, after 30 days after the date of enactment of this joint resolution, the parties are not able to reach agreement on the matter described in subsection (a), such parties shall enter into binding arbitration on such matter to provide for a final resolution of such unresolved matter.

“(c) ARBITRATION.—The arbitration described in subsection (b) shall be conducted pursuant to the provisions of section 7 of the Railway Labor Act (45 U.S.C. 157), and any award shall be enforceable under section 9 of the Railway Labor Act (45 U.S.C. 159), except that, in the public interest, compensation and expenses of the arbitrators shall be borne equally by the parties.

“(d) DEADLINE.—Not later than 60 days after the date of enactment of this joint resolution, any binding arbitration proceeding entered into pursuant to subsection (b) shall be completed, including issuance of any award by the arbitration board.”

The SPEAKER pro tempore. The concurrent resolution shall be debatable

for 10 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees.

The gentleman from New Jersey (Mr. PAYNE) and the gentleman from Missouri (Mr. GRAVES) each will control 5 minutes.

The Chair recognizes the gentleman from New Jersey.

GENERAL LEAVE

Mr. PAYNE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H. Con. Res. 119.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

Mr. PAYNE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I am honored to offer this enrollment corrections bill with my friend and colleague, PETER DEFazio, who is ironically and responsibly taking a sick day. He is at the tail end of COVID, and we all appreciate his ability to stay home when he is sick.

This bill will allow the same for railroad workers. It will correct what the freight railroads have refused to do during 3 years of contract negotiations with their workers—during a worldwide pandemic, no less—despite the railroads earning tens of billions of dollars every year.

Railroad workers showed up every day during the rise and height and now the steadying of the COVID-19 pandemic. They risked their health and the health of their families to keep our Nation's freight moving.

Railroaders cannot work remotely. Some are on call regularly, and others work outdoors year-round. Unlike 75 percent of private industry workers, the more than 10,000 railroad workers do not have paid sick days.

I should note that management at these very railroads have paid sick days. This bill will correct this wrong by ensuring that freight rail workers have 7 days of paid sick leave, along with a 60-day process to enforce the measure.

Lest anyone think that the railroads cannot afford to provide the more than 100,000 employees paid sick leave, consider that the railroads are able to provide their workers with this benefit for less than a penny for every dollar they reported in profit and shareholder returns last year—less than a penny.

□ 1130

Many of you know that I have type 2 diabetes. I attend regular dialysis treatments. I would not be able to do my job without paid sick time. Every American worker deserves that same allowance.

Without paid sick time, railroad workers are forced to make a choice between their health or the health of their families and their paychecks.

This isn't fair. It isn't right. And this bill would correct that.

Mr. Speaker, I urge all Members to support this bill, and I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong opposition to H. Con. Res. 119.

Less than 72 hours ago, Speaker PELOSI issued a statement in support of passing the tentative agreement reached between the Biden administration, the railway carriers, and the unions representing the railroad workers: All the parties.

Her statement specifically said, "the House will take up a bill adopting the tentative agreement—with no poison pills or changes to negotiated terms. . . ."

Well, now, due to the failure by the White House to resolve this labor strike and the inability of the President and the administration to show leadership at a time of crisis, we have two resolutions before the House today.

One, H.J. Res. 100 is the tentative agreement, which I support. And this one, H. Con. Res. 119, that violates both the Speaker's pledge and the President's call for Congress to pass a resolution to compel the parties to implement the terms of the tentative agreement.

Again, the Biden administration reached this tentative agreement with the rail carriers and a strong majority, 8 out of 12, of the railroad labor unions. The White House called the tentative agreement, "a win for rail workers."

Labor Secretary Walsh and other union leaders praised it. In fact, they took credit for it. But less than 24 hours ago, H. Con. Res. 119 came to us altering that agreement, despite bipartisan momentum for averting an economically disastrous shutdown for our rail network.

Let's just call this new resolution what it is. It is nothing more than a political stunt. It is pandering, Mr. Speaker.

Who needs the National Mediation Board anymore, or reviews by a neutral Presidential Emergency Board when one side—or both sides, for that matter—believe they can simply skip actual bargaining and accomplish what they otherwise can't from Congress.

Today, my colleagues are truly acting recklessly and are setting a very terrible precedent. Our priority should be protecting our economy from the consequences of a nationwide rail strike.

A rail shutdown would severely disrupt supply chains. It would add to an already 40-year-high inflation rate, lead to higher energy costs as winter weather raises demand, and disrupt global food supplies.

As has been stated today, estimates are that America's economic output would decline by \$2 billion a day. Avoiding these outcomes should be our

top priority. Governing should be our top priority, not pandering and not playing political games with the economy.

Instead, my colleagues decide to pull a bait and switch. That is what this is. This resolution simply compounds the failures of the Biden administration to come to a resolution.

Mr. Speaker, I strenuously oppose this cynical ploy by Speaker PELOSI, and I encourage my colleagues to vote "no" on this concurrent resolution.

Mr. Speaker, I reserve the balance of my time.

Mr. PAYNE. Mr. Speaker, I would once again state that H.J. Res. 100 passed. We will be taking up the yeas and nays, but it will pass. And to my colleagues on the other side of the aisle, I am glad they were able to do the right thing. There was no poison pill.

We have a separate resolution of H. Con. Res. 119, so it was not included in H.J. Res. 100, which would have been considered by them a poison pill. But we have a separate resolution, just to clarify, so now it is whether they will step up and do the right thing for people that kept this Nation going during a time when a lot of us stayed home sick.

Mr. Speaker, it is just the right thing to do. It is a matter of whether they are going to be courageous or not. This is not pandering. This is seeing a situation and addressing it.

Mr. Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, may I inquire as to how much time is remaining.

The SPEAKER pro tempore. The gentleman from Missouri has 1½ minutes remaining. The gentleman from New Jersey has 30 seconds remaining.

Mr. GRAVES of Missouri. Mr. Speaker, I am prepared to close, and I yield myself the balance of my time.

Mr. Speaker, freight rail workers received historic pay increases and benefits as part of the tentative agreement, and that agreement was supported by the freight railroads, 8 of the 12 labor unions, and many of the shippers.

The tentative agreement was championed by President Biden and his administration. Speaker PELOSI promised just 2 days ago to support the tentative agreement with no poison pills. This last-second desperate move to add paid sick leave is unprecedented congressional intervention and goes far beyond what the freight railroads and the unions originally agreed to.

There has been a lot of discussion about the needs of workers. And I would point out that the railroad workers already get an average of 3 weeks of paid leave, with the potential to receive 5 weeks depending on their years of service. Most Americans do not get these generous leave policies.

President Biden's neutral Presidential Emergency Board considered and rejected extra paid sick leave, and instead, they supported historic salary increases to reward rail workers.

This is blatant political pandering. It must be rejected, and we should instead focus on solutions that end the threat of a rail strike and restore confidence in our supply chain. This is just a gimmick, Mr. Speaker. It is a concurrent resolution. It is just a gimmick.

Mr. Speaker, I would urge my colleagues to oppose H. Con. Res. 119, and I yield back the balance of my time.

Mr. PAYNE. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, paid sick days are a right. A right that for too long freight railroads have refused to provide to railroad workers. That is the issue. This benefit will cost less than 1 percent of the profits railroads have reported last year. Our bill will guarantee that freight rail workers have 7 days of paid sick leave, and I am pleased that we have seen bipartisan support for this idea in the Senate.

Mr. Speaker, I urge all Members to support this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 1499, the previous question is ordered on the concurrent resolution.

The question is on adoption of the concurrent resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays. The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 11 o'clock and 40 minutes a.m.), the House stood in recess.

□ 1215

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. MCNERNEY) at 12 o'clock and 15 minutes p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Proceedings will resume on questions previously postponed.

Votes will be taken in the following order:

Adopting H.J. Res. 100, and Agreeing to H. Con. Res. 119.

The first electronic vote will be conducted as a 15-minute vote. Pursuant to clause 9 of rule XX, remaining electronic votes will be conducted as 5-minute votes.

PROVIDING FOR A RESOLUTION WITH RESPECT TO THE UNRESOLVED DISPUTES BETWEEN CERTAIN RAILROADS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE OF THE NATIONAL RAILWAY LABOR CONFERENCE AND CERTAIN OF THEIR EMPLOYEES

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on passage of the joint resolution (H.J. Res. 100) to provide for a resolution with respect to the unresolved disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and certain of their employees, on which the yeas and nays were ordered.

The Clerk read the title of the joint resolution.

The SPEAKER pro tempore. The question is on the passage of the joint resolution.

The vote was taken by electronic device, and there were—yeas 290, nays 137, not voting 5, as follows:

[Roll No. 490]

YEAS—290

Adams	Costa	Herrera Beutler
Aguilar	Courtney	Higgins (NY)
Alred	Craig	Hill
Armstrong	Crawford	Himes
Auchincloss	Crow	Hinson
Axne	Cuellar	Horsford
Bacon	Davids (KS)	Houlahan
Baird	Davis, Danny K.	Hoyer
Balderson	Davis, Rodney	Huffman
Barragán	Dean	Jackson Lee
Bass	DeFazio	Jacobs (CA)
Beatty	DeGette	Jacobs (NY)
Bera	DeLauro	Jayapal
Beyer	DeBene	Jeffries
Bishop (GA)	Demings	Johnson (GA)
Blumenauer	Diaz-Balart	Johnson (OH)
Blunt Rochester	Dingell	Johnson (SD)
Bonamici	Doggett	Johnson (TX)
Bost	Doyle, Michael	Jones
Bourdeaux	F.	Joyce (OH)
Bowman	Escobar	Joyce (PA)
Boyle, Brendan	Eshoo	Kahele
F.	Españillat	Kaptur
Brown (MD)	Estes	Katko
Brown (OH)	Evans	Keating
Brownley	Feenstra	Kelly (IL)
Budd	Ferguson	Khanna
Bush	Finstad	Kildee
Bustos	Fischbach	Kilmer
Butterfield	Fitzpatrick	Kim (CA)
Calvert	Fleischmann	Kim (NJ)
Carbajal	Fletcher	Kind
Cárdenas	Flood	Kirkpatrick
Carey	Foster	Krishnamoorthi
Carson	Frankel, Lois	Kuster
Carter (GA)	Fulcher	LaHood
Carter (LA)	Galleo	LaMalfa
Cartwright	Garamendi	Lamb
Case	Garbarino	Langevin
Casten	García (IL)	Larsen (WA)
Castor (FL)	García (TX)	Larson (CT)
Castro (TX)	Gibbs	LaTurner
Cawthorn	Gomez	Lawrence
Chabot	Gonzales, Tony	Lawson (FL)
Cheney	Gonzalez (OH)	Lee (CA)
Cherfilus-	Gonzalez,	Lee (NV)
McCormick	Vicente	Leger Fernandez
Cicilline	Gosar	Lesko
Clark (MA)	Gottheimer	Letlow
Clarke (NY)	Graves (LA)	Levin (CA)
Cleaver	Graves (MO)	Levin (MI)
Clyburn	Green, Al (TX)	Lieu
Cohen	Griffith	Lofgren
Cole	Grijalva	Lowenthal
Connolly	Grothman	Lucas
Conway	Harder (CA)	Luria
Cooper	Hartzler	Lynch
Correa	Hayes	Malinowski

Malliotakis	Perlmutter	Spanberger
Maloney,	Peters	Speier
Carolyn B.	Phillips	Stansbury
Maloney, Sean	Pingree	Stanton
Mann	Porter	Stauber
Manning	Pressley	Stevens
Matsui	Price (NC)	Strickland
McBath	Quigley	Suozi
McCollum	Raskin	Swalwell
McGovern	Rice (NY)	Takano
McNerney	Rice (SC)	Thompson (CA)
Meeks	Rogers (KY)	Thompson (MS)
Meng	Ross	Titus
Meuser	Rouzer	Tonko
Mfume	Roybal-Allard	Torres (NY)
Miller (IL)	Ruiz	Trahan
Miller (WV)	Ruppersberger	Trone
Miller-Meeks	Rush	Turner
Moore (UT)	Ryan (NY)	Underwood
Moore (WI)	Ryan (OH)	Upton
Morelle	Salazar	Valadao
Moulton	Sánchez	Van Drew
Mrvan	Sarbanes	Van Duyn
Murphy (FL)	Scanlon	Vargas
Nadler	Schakowsky	Veasey
Napolitano	Schiff	Velázquez
Neal	Schneider	Wagner
Neguse	Schrader	Wasserman
Nehls	Schrier	Schultz
Newhouse	Scott (VA)	Waters
Newman	Scott, David	Watson Coleman
O'Halleran	Sempolinski	Webster (FL)
Obermole	Sewell	Welch
Ocasio-Cortez	Sherman	Wexton
Omar	Sherrill	Wild
Pallone	Simpson	Williams (GA)
Panetta	Sires	Wilson (FL)
Pappas	Slotkin	Womack
Pascrell	Smith (NJ)	Yakym
Payne	Smith (WA)	Yarmuth
Pelosi	Soto	

NAYS—137

Aderholt	Garcia (CA)	Norman
Allen	Gimenez	Owens
Amodei	Gohmert	Palazzo
Arrington	Golden	Palmer
Babin	Good (VA)	Peltola
Banks	Gooden (TX)	Pence
Barr	Granger	Perry
Bentz	Green (TN)	Pfleger
Bergman	Greene (GA)	Pocan
Bice (OK)	Guest	Posey
Biggs	Guthrie	Reschenthaler
Bilirakis	Harris	Rodgers (WA)
Bishop (NC)	Harshbarger	Rogers (AL)
Boebert	Hern	Rose
Brady	Herrell	Rosendale
Brooks	Hice (GA)	Roy
Buchanan	Higgins (LA)	Rutherford
Buck	Hollingsworth	Scalise
Bucshon	Huizenga	Schweikert
Burchett	Issa	Scott, Austin
Burgess	Jackson	Sessions
Cammack	Johnson (LA)	Smith (MO)
Carl	Jordan	Smith (NE)
Carter (TX)	Keller	Smucker
Chu	Kelly (MS)	Spartz
Cline	Kelly (PA)	Steel
Cloud	Kustoff	Stefanik
Clyde	Lamborn	Steil
Comer	Latta	Steube
Crenshaw	Long	Stewart
Curtis	Loudermilk	Taylor
DeSaulnier	Luetkemeyer	Tenney
DesJarlais	Mace	Thompson (PA)
Donalds	Massie	Tiffany
Duncan	Mast	Timmons
Dunn	McCarthy	Tlaib
Ellzey	McCaul	Torres (CA)
Emmer	McClain	Walberg
Fallon	McClintock	Waltz
Fitzgerald	Meijer	Weber (TX)
Flores	Moolenaar	Wenstrup
Fox	Mooney	Westerman
Franklin, C.	Moore (AL)	Williams (TX)
Scott	Mullin	Wilson (SC)
Gaetz	Murphy (NC)	Wittman
Gallagher	Norcross	Zeldin

NOT VOTING—5

Davidson	Kinzinger	McKinley
Hudson	McHenry	

□ 1302

Mr. GREEN of Tennessee changed his vote from "yea" to "nay."

Mses. VAN DUYNE and OCASIO-CORTEZ changed their vote from “nay” to “yea.”

So the joint resolution was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

MEMBERS RECORDED PURSUANT TO HOUSE
RESOLUTION 8, 117TH CONGRESS

Axne (Wild)	Garbarino	Long
Bass (Cicilline)	(Miller-Meeks)	(Fleischmann)
Brooks (Moore)	Gibbs	Lowenthal
(AL)	(Balderson)	(Huffman)
Brown (MD)	Gonzalez,	Luria (Wexton)
(Evans)	Vicente	Newman (Correa)
Burgess (Lucas)	(Correa)	O'Halleran
Bustos	Gooden (TX)	(Stanton)
(Schneider)	(Miller-Meeks)	Palazzo
Cardenas	Gosar (Weber	(Fleischmann)
(Correa)	(TX))	Pressley
Cawthorn (Nehls)	Herrera Beutler	(Neguse)
Clyburn	(Moore (UT))	Roybal-Allard
(Butterfield)	Johnson (GA)	(Correa)
Conway	(Pallone)	Rush (Beyer)
(Valadao)	Johnson (TX)	Ryan (OH)
Craig (Stevens)	(Pallone)	(Correa)
DeFazio	Kind (Schneider)	Simpson
(Pallone)	Kirkpatrick	(Fulcher)
DeSaulnier	(Pallone)	Sires (Pallone)
(Beyer)	LaHood	Swalwell
Doyle, Michael	(Smucker)	(Correa)
F. (Pallone)	LaTurner	Titus (Pallone)
Gaetz (Bishop	(Valadao)	Welch (Pallone)
(NC))	Lawson (FL)	Williams (GA)
	(Evans)	(McBath)

PROVIDING FOR A CORRECTION IN
THE ENROLLMENT OF H.J. RES. 100

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on passage of the concurrent resolution (H. Con. Res. 119) providing for a correction in the enrollment of H.J. Res. 100, on which the yeas and nays were ordered.

The Clerk read the title of the concurrent resolution.

The SPEAKER pro tempore. The question is on the passage of the concurrent resolution.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 221, nays 207, not voting 4, as follows:

[Roll No. 491]

YEAS—221

Adams	Casten	Doyle, Michael
Aguilar	Castor (FL)	F.
Allred	Castro (TX)	Escobar
Auchincloss	Cherfilus-	Eshoo
Axne	McCormick	Españat
Bacon	Chu	Evans
Barragán	Cicilline	Fitzpatrick
Bass	Clark (MA)	Fletcher
Beatty	Clarke (NY)	Foster
Bera	Cleaver	Frankel, Lois
Beyer	Clyburn	Galleo
Bishop (GA)	Cohen	Garcia (IL)
Blumenauer	Connolly	Garcia (TX)
Blunt Rochester	Cooper	Golden
Bonamici	Correa	Gomez
Bourdeaux	Costa	Gonzalez,
Bowman	Courtney	Vicente
Boyle, Brendan	Craig	Gottheimer
F.	Crow	Green, Al (TX)
Brown (MD)	Cuellar	Grijalva
Brown (OH)	Dauids (KS)	Harder (CA)
Brownley	Davis, Danny K.	Hayes
Bush	Dean	Higgins (NY)
Bustos	DeFazio	Himes
Butterfield	DeGette	Horsford
Carbajal	DeLauro	Houlahan
Cardenas	DelBene	Hoyer
Carson	Demings	Huffman
Carter (LA)	DeSaulnier	Jackson Lee
Cartwright	Dingell	Jacobs (CA)
Case	Doggett	Jayapal

Jeffries	Mfume	Schneider
Johnson (GA)	Moore (WI)	Schrader
Johnson (TX)	Morrell	Schrier
Jones	Moulton	Scott (VA)
Kahele	Mrvan	Scott, David
Kaptur	Murphy (FL)	Sewell
Katko	Nadler	Sherman
Keating	Napolitano	Sherrill
Kelly (IL)	Neal	Sires
Khanna	Neguse	Slotkin
Kildee	Newman	Smith (WA)
Kilmer	Norcross	Soto
Kim (NJ)	O'Halleran	Spanberger
Kind	Ocasio-Cortez	Speier
Kirkpatrick	Omar	Stansbury
Krishnamoorthi	Pallone	Stanton
Kuster	Panetta	Stevens
Lamb	Pappas	Strickland
Langevin	Pascarell	Suozzi
Larsen (WA)	Payne	Swalwell
Larson (CT)	Pelosi	Takano
Lawrence	Peltola	Thompson (CA)
Lawson (FL)	Perlmutter	Thompson (MS)
Lee (CA)	Peters	Titus
Lee (NV)	Phillips	Tlaib
Leger Fernandez	Pingree	Tonko
Levin (CA)	Pocan	Torres (CA)
Levin (MI)	Porter	Torres (NY)
Lieu	Pressley	Trahan
Lofgren	Price (NC)	Trone
Lowenthal	Quigley	Underwood
Luria	Raskin	Vargas
Lynch	Rice (NY)	Veasey
Malinowski	Ross	Velazquez
Maloney,	Roybal-Allard	Wasserman
Carolyn B.	Ruiz	Schultz
Maloney, Sean	Ruppersberger	Waters
Manning	Rush	Watson Coleman
McBath	Ryan (NY)	Welch
McCollum	Ryan (OH)	Wexton
McGovern	Sánchez	Wild
McNerney	Sarbanes	Williams (GA)
Meeks	Scanlon	Wilson (FL)
Meng	Schakowsky	Yarmuth
	Schiff	

NAYS—207

Aderholt	Estes	Johnson (OH)
Allen	Fallon	Johnson (SD)
Amodei	Feenstra	Jordan
Armstrong	Ferguson	Joyce (OH)
Arrington	Finstad	Joyce (PA)
Babin	Fischbach	Keller
Baird	Fitzgerald	Kelly (MS)
Balderson	Fleischmann	Kelly (PA)
Banks	Flood	Kim (CA)
Barr	Flores	Kustoff
Bentz	Foxx	LaHood
Bergman	Franklin, C.	LaMalfa
Bice (OK)	Scott	Lamborn
Biggs	Fulcher	Latta
Bilirakis	Gaetz	LaTurner
Bishop (NC)	Gallagher	Lesko
Bost	Garbarino	Letlow
Brady	Garcia (CA)	Long
Brooks	Gibbs	Loudermilk
Buchanan	Gimenez	Lucas
Buck	Gohmert	Luetkemeyer
Bucshon	Gonzales, Tony	Mace
Budd	Gonzalez (OH)	Malliotakis
Burchett	Good (VA)	Mann
Burgess	Gooden (TX)	Massie
Calvert	Gosar	Mast
Cammack	Granger	McCarthy
Carey	Graves (LA)	McCaul
Carl	Graves (MO)	McClain
Carter (GA)	Green (TN)	McClintock
Carter (TX)	Greene (GA)	McHenry
Cawthorn	Griffith	Meijer
Chabot	Grothman	Meuser
Cheney	Guest	Miller (IL)
Cline	Guthrie	Miller (WV)
Cloud	Harris	Miller-Meeks
Clyde	Harshbarger	Moolenaar
Cole	Hartzler	Mooney
Comer	Hern	Moore (AL)
Conway	Herrell	Moore (UT)
Conford	Herrera Beutler	Mullin
Crenshaw	Hice (GA)	Murphy (NC)
Curtis	Higgins (LA)	Nehls
Davidson	Hill	Newhouse
Davis, Rodney	Hinson	Norman
DesJarlais	Hollingsworth	Obernolte
Diaz-Balart	Hudson	Owens
Donalds	Huizenga	Palazzo
Duncan	Issa	Palmer
Dunn	Jackson	Pence
Elizy	Jacobs (NY)	Perry
Emmer	Johnson (LA)	Pfluger

Posey	Smith (MO)	Valadao
Reschenthaler	Smith (NE)	Van Drew
Rice (SC)	Smith (NJ)	Van Dwyne
Rodgers (WA)	Smucker	Wagner
Rogers (AL)	Spartz	Walberg
Rogers (KY)	Stauber	Waltz
Rose	Steel	Weber (TX)
Rosendale	Stefanik	Webster (FL)
Rouzer	Stell	Wenstrup
Roy	Steube	Westerman
Rutherford	Stewart	Williams (TX)
Salazar	Taylor	Wilson (SC)
Scalise	Tenney	Wittman
Schweikert	Thompson (PA)	Womack
Scott, Austin	Tiffany	Yakym
Sempolinski	Timmons	Zeldin
Sessions	Turner	
Simpson	Upton	

NOT VOTING—4

Boebert	Kinzinger
Garamendi	McKinley

□ 1320

So the concurrent resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. GARAMENDI. Madam Speaker, had I been present, I would have voted “yea” on rollcall No. 491 this afternoon on adoption of H. Con. Res. 119.

Stated against:

Mrs. BOEBERT. Mr. Speaker, I was unavoidably detained. Had I been present, I would have voted “nay” on rollcall No. 491.

MEMBERS RECORDED PURSUANT TO HOUSE
RESOLUTION 8, 117TH CONGRESS

Axne (Wild)	Garbarino	Long
Bass (Cicilline)	(Miller-Meeks)	(Fleischmann)
Brooks (Moore)	Gibbs	Lowenthal
(AL)	(Balderson)	(Huffman)
Brown (MD)	Gonzalez,	Luria (Wexton)
(Evans)	Vicente	Newman (Correa)
Burgess (Lucas)	(Correa)	O'Halleran
Bustos	Gooden (TX)	(Stanton)
(Schneider)	(Miller-Meeks)	Palazzo
Cardenas	Gosar (Weber	(Fleischmann)
(Correa)	(TX))	Pressley
Cawthorn (Nehls)	Herrera Beutler	(Neguse)
Clyburn	(Moore (UT))	Roybal-Allard
(Butterfield)	Johnson (GA)	(Correa)
Conway	(Pallone)	Rush (Beyer)
(Valadao)	Johnson (TX)	Ryan (OH)
Craig (Stevens)	(Pallone)	(Correa)
DeFazio	Kind (Schneider)	Simpson
(Pallone)	Kirkpatrick	(Fulcher)
DeSaulnier	(Pallone)	Sires (Pallone)
(Beyer)	LaHood	Swalwell
Doyle, Michael	(Smucker)	(Correa)
F. (Pallone)	LaTurner	Titus (Pallone)
Gaetz (Bishop	(Valadao)	Welch (Pallone)
(NC))	Lawson (FL)	Williams (GA)
	(Evans)	(McBath)

REMOVAL OF NAME OF MEMBER
AS COSPONSOR OF H.R. 6637

Mr. SESSIONS. Mr. Speaker, I hereby remove myself as a cosponsor from H.R. 6637.

The SPEAKER pro tempore (Mr. COURTNEY). The gentleman's request is accepted.

HONORING CHESAPEAKE
SHOOTING VICTIMS

(Mr. SCOTT of Virginia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SCOTT of Virginia. Mr. Speaker, I rise today with a heavy heart to honor the victims of last week's tragic mass shooting in Chesapeake, Virginia.

Last week was a time when we all should have been celebrating and gathering with our friends and loved ones, giving thanks for all of the blessings in our lives. Instead, six families had empty chairs at their tables.

We must honor and celebrate the memories of Fernando Chavez-Baron, Kellie Pyle, Randy Blevins, Brian Pendleton, Tyneka Johnson, and Lorenzo Gamble.

And as we mourn over 600 other mass shootings in America just this year alone, where communities are also grappling with grief and loss, Chesapeake joins the list of far too many communities forced to bear the unbearable.

Chesapeake is resilient but we can and must do better. I implore every Member of this body and every elected official in the country to do everything in our power to stop the plague of gun violence in our communities.

RECOGNIZING STATE SENATOR JIM NIELSEN ON HIS RETIREMENT

(Mr. LAMALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LAMALFA. Mr. Speaker, I rise today to acknowledge my dear friend, State Senator Jim Nielsen of Northern California.

Today is the last day of session in the California State legislature, and it will be the last day of Jim's legislative career, having served in two different segments over 26 years.

Jim is a good friend, a great mentor, and a blessing to all of us in Northern California who he has served with for years; and also in the legislature during his time on the Board of Prison Terms working to keep our streets safer.

Jim is a ranger in Tehama County by way of Sanger, California, near Fresno, who really understands the needs of the North State and its people. So it was indeed a pleasure for me to be able to overlap my time serving in the legislature there and here, out on the hustings in Northern California, as he put it.

I appreciate his friendship. Indeed, Jim is a good man, a man of God who shows Christ's example in his actions and, indeed, that is very, very important in these perilous times that we face.

Mr. Speaker, we thank Jim for stepping forward and serving the people of California with his common sense, with his wisdom that is indeed listened to and heard by all in that legislature and all of us out on the hustings.

May God bless him.

RAIL LABOR

(Ms. KAPTUR asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. KAPTUR. Mr. Speaker, I rise today to stand full force behind the rail

workers of our Nation and those of my home State of Ohio.

Rail workers deserve our thanks and respect for the backbreaking work they do 24 hours a day, 7 days a week. But rail chieftains and rail robber barons, who are owned by giant Wall Street companies live high off the hog in salaries and stock awards from the sweat of railroad workers.

Railroad companies operate like oligopolies, putting their selfish interests above our national interests.

No raises for their workers in the last decade?

No paid sick days?

U.S. railroads have become way too big for their own britches.

Last year, railroads earned a record \$20 billion in profits, but they refused to allow their workers 7 paid sick days.

Really? Yes. Greedy and uncaring.

How many paid sick days and vacation days do the rail barons siphon off from the workers?

Owned by faceless absentee Wall Street funds, U.S. railroads have become a national illness.

They treat with equal disdain their workers and the communities that must endure their rude behavior and neglect of rail installations. Shame on them.

Stand with America's rail workers that join our Nation from coast to coast and haul over 40 percent of the goods we move in this Nation.

GREED OF AMERICA'S LARGEST CORPORATIONS

(Mr. GROTHMAN asked and was given permission to address the House for 1 minute.)

Mr. GROTHMAN. Mr. Speaker, I rise to speak briefly about a major issue that has developed over the last couple weeks and has not been covered anywhere near enough by the mainstream media.

As we know, there are demonstrations going on right now in China. People are risking their lives as they try to save their lives from overreaction to the COVID pandemic. But even more, we have a concern with the multiple human rights abuses happening in Red China.

Now, the largest American corporation, Apple computer, in the last month has decided to weigh in strongly for the Communist Chinese Government and prevent airdrop communications between different members of China. Once you cut down communication between people, you all but shut up any dissent.

Apparently Tim Cook, the head of Apple computer, felt his \$99 million salary was not enough and he has to still make more money, so he has to bow to the Chinese Communist Party.

I wish the American media would wake up and alert the American public to the greed of America's largest corporations.

□ 1330

A RAIL STRIKE WAS AVERTED

(Mr. PAYNE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PAYNE. Mr. Speaker, I rise today to support the two pieces of legislation that we just passed, H.J. Res. 100 and H. Con. Res. 119. These two resolutions will now protect the country's rail workers and avoid a crippling freight shutdown.

Most important, they provide 7 days of sick leave for more than 100,000 railroad workers. These workers stayed on the job during COVID-19 to keep food and other essentials on store shelves nationwide. They risked their lives to do so, and their efforts saved lives across the country.

I am very disappointed that the railroads did not reward them for their efforts. But I am proud to say that Congress acted today to do what needed to be done.

No one should have to go to work when they are sick. I know that the owners of the railroad don't.

Thanks to these resolutions, our freight rail workers can take the time needed to protect their health and the health of their colleagues.

PROTECTING NATIVE HAWAIIAN WOMEN AND CHILDREN

(Mr. KAHELE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. KAHELE. Mr. Speaker, I rise today to urge the House to advance S. 7, a bill that would make technical corrections to the Violence Against Women Act to allow Native Hawaiians to benefit from this program.

Not only does the United States Government have a trust responsibility to the Native Hawaiian community, but Native Hawaiians continue to be disproportionately impacted by domestic and sexual violence. Approximately 70 percent of sex trafficking victims and 37 percent of reported child sex trafficking cases in Hawaii are Native Hawaiian women and girls.

Since 2012, Native Hawaiians have not been eligible for these critical resources because of a drafting error. Today, the House has the opportunity to right this wrong. I implore the House to address this issue before the end of the year and send this to the President's desk so that we can correct this injustice and protect all of our indigenous women and girls.

ADJOURNMENT

The SPEAKER pro tempore (Mr. BUTTERFIELD). Pursuant to section 1 of House Resolution 1230, the House stands adjourned until noon tomorrow.

Thereupon (at 1 o'clock and 33 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, December 1, 2022, at noon.

EXECUTIVE COMMUNICATIONS,
ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC-6012. A letter from the Acting Assistant Secretary, Bureau of Legislative Affairs, Department of State, transmitting Department Notification Number: DDTC 22-052, pursuant to Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-6013. A letter from the Senior Bureau Official, Bureau of Legislative Affairs, Department of State, transmitting Department Report Number: 004572; to the Committee on Foreign Affairs.

EC-6014. A letter from the Acting Assistant Secretary, Bureau of Legislative Affairs, Department of State, transmitting Department Notification Number: DDTC 20-067, pursuant to Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-6015. A letter from the Acting Assistant Secretary of State, Bureau of Legislative Affairs, Department of State, transmitting Department Notification Number: DDTC 20-078, pursuant to Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-6016. A letter from the Acting Assistant Secretary of State, Bureau of Legislative Affairs, Department of State, transmitting Department Notification Number: DDTC 21-019, pursuant to Section 36(c) and (d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-6017. A letter from the Acting Assistant Secretary, Bureau of Legislative Affairs, Department of State, transmitting Department Notification Number: DDTC 21-023, pursuant to Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-6018. A letter from the Acting Assistant Secretary of State, Bureau of Legislative Affairs, Department of State, transmitting Department Notification Number: DDTC 21-032, pursuant to Section 36(c) and (d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-6019. A letter from the Acting Assistant Secretary of State, Bureau of Legislative Affairs, Department of State, transmitting Department Notification Number: DDTC 21-034, pursuant to Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-6020. A letter from the Director, Office of Acquisition Policy, Office of Government-wide Policy, General Services Administration, transmitting the Administration's final rule — Federal Acquisition Regulation; Technical Amendments [FAC 2022-08; Item V; Docket No.: FAR-2022-0052; Sequence No.: 3] received November 22, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Oversight and Reform.

EC-6021. A letter from the Director, Office of Acquisition Policy, Office of Government-wide Policy, General Services Administration, transmitting the Administration's final rule — Federal Acquisition Regulation: Policy on Joint Ventures [FAC 2022-08; FAR Case 2017-019; Item I; Docket No.: FAR-2017-019, Sequence No.: 1] (RIN: 9000-AN59) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Oversight and Reform.

EC-6022. A letter from the Director, Office of Acquisition Policy, Office of Government-wide Policy, General Services Administration, transmitting the Administration's final rule — Federal Acquisition Regulation: Construction Contract Administration [FAC 2022-08; FAR Case 2018-020; Item II; Docket

No.: FAR-2018-0020, Sequence No.: 1] (RIN: 9000-AN78) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Oversight and Reform.

EC-6023. A letter from the Director, Office of Acquisition Policy, Office of Government-wide Policy, General Services Administration, transmitting the Administration's final rule — Federal Acquisition Regulation: Update of Historically Underutilized Business Zone Program [FAC 2022-08; FAR Case 2019-007; Item III; Docket No.: FAR-2019-007, Sequence No.: 1] (RIN: 9000-AN90) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Oversight and Reform.

EC-6024. A letter from the Director, Office of Acquisition Policy, Office of Government-wide Policy, General Services Administration, transmitting the Administration's small entity compliance guide — Federal Acquisition Regulation; Federal Acquisition Circular 2022-08; Small Entity Compliance Guide [Docket No.: FAR-2022-0051, Sequence No.: 5] received November 22, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Oversight and Reform.

EC-6025. A letter from the Director, Office of Acquisition Policy, Office of Government-wide Policy, General Services Administration, transmitting the Administration's final rule — Federal Acquisition Regulation: Certification of Women-Owned Small Businesses [FAC 2022-08; FAR Case 2020-013; Item IV; Docket No.: FAR-2021-0009, Sequence No.: 1] (RIN: 9000-AO17) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Oversight and Reform.

EC-6026. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Grand Canyon National Park Airport, AZ [Docket No.: FAA-2021-0793; Airspace Docket No.: 21-AWP-59] (RIN: 2120-AA66) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6027. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class D and Class E Airspace; Idaho Falls Regional Airport, ID [Docket No.: FAA-2022-0569; Airspace Docket No.: 21-ANM-65] (RIN: 2120-AA66) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6028. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Establishment of Class E Airspace; McCarley Field, ID [Docket No.: FAA-2022-0572; Airspace Docket No.: 21-ANM-66] (RIN: 2120-AA66) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6029. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Rexburg-Madison County Airport, ID [Docket No.: FAA-2022-0567; Airspace Docket No.: 21-ANM-67] (RIN: 2120-AA66) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6030. A letter from the Management and Program Analyst, FAA, Department of

Transportation, transmitting the Department's final rule — Modification & Removal of Class E Airspace; Valle Airport, AZ [Docket No.: FAA-2022-0578; Airspace Docket No.: 21-AWP-60] (RIN: 2120-AA66) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6031. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2022-1252; Project Identifier AD-2022-01163-T; Amendment 39-22204; AD 2022-21-05] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6032. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2022-0678; Project Identifier MCAI-2022-00067-T; Amendment 39-22147; AD 2022-17-09] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6033. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; NZSkydrive Limited (Type Certificate Previously Held by Pacific Aerospace Ltd.) Airplanes [Docket No.: FAA-2022-1310; Project Identifier MCAI-2022-01261-A; Amendment 39-22220; AD 2022-22-05] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6034. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bell Textron Canada Limited Helicopters [Docket No.: FAA-2021-1074; Project Identifier MCAI-2021-00447-R; Amendment 39-22195; AD 2022-20-11] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6035. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; International Aero Engines, LLC Turbofan Engines [Docket No.: FAA-2022-0292; Project Identifier AD-2021-01297-E; Amendment 39-22184; AD 2022-19-15] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6036. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Vulcanair S.p.A. Airplanes [Docket No.: FAA-2022-0813; Project Identifier MCAI-2021-01316-A; Amendment 39-22194; AD 2022-20-10] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6037. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2022-0879; Project Identifier MCAI-2022-

00039-T; Amendment 39-22192; AD 2022-20-08] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6038. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2022-0603; Project Identifier MCAI-2021-01093-T; Amendment 39-22189; AD 2022-20-05] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6039. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2022-0886; Project Identifier MCAI-2022-00261-T; Amendment 39-22193; AD 2022-20-09] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6040. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.) Airplanes [Docket No.: FAA-2022-0011; Project Identifier MCAI-2021-00485-T; Amendment 39-22166; AD 2022-18-15] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6041. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2022-1249; Project Identifier MCAI-2022-01159-T; Amendment 39-22203; AD 2022-21-04] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6042. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bell Textron Inc. Helicopters and Various Restricted Category Helicopters [Docket No.: FAA-2022-0802; Project Identifier AD-2021-01094-R; Amendment 39-22210; AD 2022-21-11] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6043. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; General Electric Company Turbofan Engines [Docket No.: FAA-2022-0467; Project Identifier AD-2022-00174-E; Amendment 39-22196; AD 2022-20-12] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6044. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2022-0888; Project Identifier MCAI-2021-01211-R; Amendment 39-22191; AD 2022-20-07] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

ant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6045. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; General Electric Company Turbofan Engines [Docket No.: FAA-2022-0977; Project Identifier AD-2022-00419-E; Amendment 39-22205; AD 2022-21-06] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6046. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH (AHD) Helicopters [Docket No.: FAA-2022-0875; Project Identifier MCAI-2022-00640-R; Amendment 39-22185; AD 2022-20-01] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6047. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2022-1160; Project Identifier MCAI-2021-01291-T; Amendment 39-22179; AD 2022-19-10] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6048. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; International Aero Engines, LLC Turbofan Engines [Docket No.: FAA-2022-0292; Project Identifier AD-2021-01297-E; Amendment 39-22184; AD 2022-19-15] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-6049. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes [Docket No.: FAA-2022-0393; Project Identifier MCAI-2021-01249-T; Amendment 39-22131; AD 2022-16-02] (RIN: 2120-AA64) received November 10, 2022, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. MCGOVERN: Committee on Rules. House Resolution 1499. Resolution providing for consideration of the bill (H.R. 3372) to authorize implementation grants to community-based nonprofits to operate one-stop re-entry centers; providing for consideration of the bill (H.R. 6878) to address the health needs of incarcerated women related to pregnancy and childbirth, and for other purposes; providing for consideration of the bill (H.R. 8876) to reauthorize the Maternal, Infant, and Early Childhood Home Visiting program,

and for other purposes; providing for consideration of the joint resolution (H.J. Res. 100) to provide for a resolution with respect to the unresolved disputes between certain railroads represent by the National Carriers? Conference Committee of the National Railway Labor Conference and certain of their employees; and for other purposes (Rept. 117-587). Referred to the House Calendar.

DISCHARGE OF COMMITTEE

Pursuant to clause 2 of rule XIII, the Committee on Energy and Commerce discharged from further consideration. H.R. 8876 referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Ms. BASS:

H.R. 9364. A bill to promote the African Continental Free Trade Area, and for other purposes; to the Committee on Ways and Means, and in addition to the Committee on Foreign Affairs, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. BILIRAKIS:

H.R. 9365. A bill to amend title 38, United States Code, to increase the monthly housing stipend under the Post-9/11 Educational Assistance Program for individuals who pursue programs of education solely through distance learning on more than a half-time basis; to the Committee on Veterans' Affairs.

By Mr. GOHMERT:

H.R. 9366. A bill to amend titles III and XXI of the Public Health Service Act to hold vaccine manufacturers liable for injuries caused by vaccines subject to a public mandate, and for other purposes; to the Committee on Energy and Commerce.

By Mr. GOHMERT:

H.R. 9367. A bill to authorize the National Science Foundation to award a monetary prize for achievement in electricity storage; to the Committee on Science, Space, and Technology.

By Mr. GOHMERT:

H.R. 9368. A bill to amend title XVIII of the Social Security Act to limit certain late enrollment penalties under the Medicare program; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. GOHMERT:

H.R. 9369. A bill to amend the Foreign Intelligence Surveillance Act of 1978 to authorize civil actions against persons who aid or abet violations under such law, and for other purposes; to the Committee on the Judiciary, and in addition to the Committee on Intelligence (Permanent Select), for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HARDER of California:

H.R. 9370. A bill to direct the Administrator of the Small Business Administration to create a grant program to fund existing consumer voucher matching programs; to the Committee on Small Business.

By Ms. LEGER FERNANDEZ (for herself and Ms. STANSBURY):

H.R. 9371. A bill to amend the North-western New Mexico Rural Water Projects Act to make improvements to that Act, and for other purposes; to the Committee on Natural Resources.

By Mr. BRENDAN F. BOYLE of Pennsylvania (for himself and Mr. AUCHINCLOSS):

H. Res. 1500. A resolution expressing support for the goals of November National Lung Cancer Awareness Month and for the early detection and treatment of lung cancer; to the Committee on Energy and Commerce.

By Mr. SMITH of Washington (for himself, Mr. ADERHOLT, Mr. FITZPATRICK, Mr. LANGEVIN, Mr. WITTMAN, Mr. LAMBORN, Ms. SALAZAR, Ms. LETLOW, Mrs. HINSON, Mr. MULLIN, Mrs. MILLER of Illinois, Mr. BACON, Mr. BUDD, Mr. WALBERG, Mr. BISHOP of Georgia, Mr. GROTHMAN, Mr. WEBER of Texas, and Ms. CRAIG):

H. Res. 1501. A resolution expressing support for the goals of National Adoption Day and National Adoption Month by promoting national awareness of adoption and the children awaiting families, celebrating children and families involved in adoption, and encouraging the people of the United States to secure safety, permanency, and well-being for all children; to the Committee on Education and Labor.

CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 7 of rule XII of the Rules of the House of Representatives, the following statements are submitted regarding the specific powers granted to Congress in the Constitution to enact the accompanying bill or joint resolution.

By Ms. BASS:

H.R. 9364.

Congress has the power to enact this legislation pursuant to the following:

Section 8 of Article I of the Constitution

By Mr. BILIRAKIS:

H.R. 9365.

Congress has the power to enact this legislation pursuant to the following:

This bill is enacted pursuant to Article I, Section 8, Clause 1 of the Constitution of the United States and Article I, Section 8, Clause 7 of the Constitution of the United States.

Article I, Section 8 of the United States Constitution, which grants Congress the power to raise and support an Army; to provide and maintain a Navy; to make rules for the government and regulation of the land and naval forces; and provide for organizing, arming, and disciplining the militia.

By Mr. GOHMERT:

H.R. 9366.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18 of the Constitution.

By Mr. GOHMERT:

H.R. 9867.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 8

By Mr. GOHMERT:

H.R. 9368.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18 of the Constitution.

By Mr. GOHMERT:

H.R. 9369.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18 of the Constitution.

By Mr. HARDER of California:

H.R. 9370.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the Constitution

By Ms. LEGER FERNANDEZ:

H.R. 9371.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions, as follows:

H.R. 1255: Ms. SHERRILL.

H.R. 1282: Mr. SHERMAN and Mr. BRENDAN F. BOYLE of Pennsylvania.

H.R. 1394: Mr. LIEU.

H.R. 2007: Mr. BRENDAN F. BOYLE of Pennsylvania.

H.R. 2187: Ms. PORTER.

H.R. 2252: Mr. VICENTE GONZALEZ of Texas, Ms. SHERRILL, Mrs. MURPHY of Florida, and Mr. LARSON of Connecticut.

H.R. 2638: Mr. MRVAN.

H.R. 3085: Ms. BONAMICI, Mr. BROWN of Maryland, Ms. BROWNLEY, Mr. CASTEN, Mr. CICCILLINE, Mr. CLEAVER, Ms. CRAIG, Mr. CUELLAR, Ms. LOIS FRANKEL of Florida, Mr. VICENTE GONZALEZ of Texas, Ms. JAYAPAL, Mr. JOHNSON of Georgia, Mr. LEVIN of Michigan, Ms. LOFGREN, Mrs. CAROLYN B. MALONEY of New York, Ms. MENG, Mr. NEGUSE, Ms. OMAR, Mr. PANETTA, Mr. PASCRELL, Mr. PERLMUTTER, Mr. POCAN, Mr. QUIGLEY, Ms. SANCHEZ, Ms. SEWELL, Ms. SLOTKIN, Ms. STEVENS, Mr. THOMPSON of California, Mr. TORRES of New York, Mrs. TRAHAN, Ms. WASSERMAN SCHULTZ, Mr. WELCH, Ms. WILSON of Florida, Mr. EVANS, Mr. LOWENTHAL, and Ms. TLAIB.

H.R. 5508: Ms. BROWN of Ohio and Ms. JAYAPAL.

H.R. 6056: Mr. FINSTAD.

H.R. 6132: Ms. MANNING.

H.R. 6252: Mr. CARSON.

H.R. 6268: Ms. JACKSON LEE.

H.R. 6331: Mr. COLE.

H.R. 6402: Ms. ROSS.

H.R. 6591: Ms. CHU.

H.R. 6618: Mr. DONALDS.

H.R. 6860: Ms. MENG.

H.R. 7674: Ms. CRAIG.

H.R. 7775: Ms. TLAIB.

H.R. 7813: Miss GONZÁLEZ-COLÓN.

H.R. 7840: Mr. THOMPSON of California.

H.R. 8018: Mr. GOTTHEIMER.

H.R. 8246: Mr. VAN DREW.

H.R. 8341: Mr. SCHIFF.

H.R. 8558: Ms. WILD.

H.R. 8563: Mr. FINSTAD.

H.R. 8585: Ms. JAYAPAL, Ms. TITUS, Mr. GOMEZ, Ms. KUSTER, and Ms. SPEIER.

H.R. 8594: Mr. PANETTA and Mr. GARCÍA of Illinois.

H.R. 8616: Ms. ROSS and Mr. WITTMAN.

H.R. 8685: Mrs. WATSON COLEMAN and Ms. DAVIDS of Kansas.

H.R. 8747: Mr. KATKO.

H.R. 8800: Mr. CROW, Mr. CÁRDENAS, Ms. DAVIDS of Kansas, and Mr. GARAMENDI.

H.R. 9035: Mr. FINSTAD.

H.R. 9100: Ms. CRAIG.

H.R. 9208: Mr. LAWSON of Florida.

H.R. 9253: Mr. ALLEN and Mr. VAN DREW.

H.R. 9275: Mrs. FISCHBACH.

H.R. 9300: Mrs. WATSON COLEMAN.

H.R. 9319: Mr. MFUME and Ms. SCHAKOWSKY.

H.R. 9330: Mr. VALADAO.

H.R. 9355: Mr. BALDERSON.

H.J. Res. 53: Ms. WEXTON, Ms. DEGETTE, Mr. MICHAEL F. DOYLE of Pennsylvania, and Ms. DELAURO.

H. Res. 718: Mr. BILIRAKIS, Mr. BUTTERFIELD, Mr. BOWMAN, Mr. BROWN of Maryland, Mr. CARTER of Louisiana, Mr. DANNY K. DAVIS of Illinois, Ms. DEAN, Ms. STRICKLAND, Mr. TORRES of New York, Mr. VEASEY, and Ms. WILLIAMS of Georgia.

H. Res. 738: Mr. FINSTAD.

H. Res. 744: Ms. LEE of California, Mr. THOMPSON of California, Mrs. RODGERS of Washington, and Mr. DANNY K. DAVIS of Illinois.

H. Res. 1327: Mr. GIMENEZ, Mr. BUCHANAN, Mr. DIAZ-BALART, and Mr. DONALDS.

H. Res. 1435: Ms. ESHOO, Mrs. CAROLYN B. MALONEY of New York, and Ms. OMAR.

H. Res. 1488: Mr. KRISHNAMOORTHY.

DELETIONS OF SPONSORS FROM PUBLIC BILLS AND RESOLUTIONS

Under clause 7 of rule XII, sponsors were deleted from public bills and resolutions, as follows:

H.R. 6637: Mr. SESSIONS.